



MEETING NOTICE

**TUALATIN PARK ADVISORY COMMITTEE
JUNE 18 - 6:00 PM
COUNCIL BUILDING
18880 SW MARTINAZZI AVE.**

A. CALL TO ORDER

B. APPROVAL OF MINUTES OF April 9, 2013

C. COMMUNICATIONS

1. Chair
2. Council Liaison
3. Staff
4. Public

D. OLD BUSINESS

1. Update on Lafky Playground Renovation Project
 - a. Staff Presentation/Questions and Answers
(Carl Switzer)
2. Southwest Corridor Transit Evaluation Results and Draft Recommendation
 - a. Staff Presentation/Discussion/Recommendation
(Ben Bryant)

E. NEW BUSINESS

1. Review of Proposed Nyberg Rivers Master Plan
 - a. Staff Presentation
(Paul Hennon)
 - Project Summary
 - Purpose of the Review
 - Master Plan Process
 - Next Steps: Conditional Use Permit, Architectural Review/Public Facilities Decision, Agency Permitting, Building Plan Review & Permits, Public Works Permits
 - How the Council will review the Nyberg Rivers Master Plan
 - Central Urban Renewal District Goals and Objectives
 - b. Presentation of Nyberg Rivers Master Plan by Applicant (CenterCal)
 - c. TPAK and Public Questions and Comments
 - d. Summary of TPAK Comments to forward to Council

F. FUTURE AGENDA ITEMS

G. COMMUNICATIONS FROM COMMITTEE MEMBERS

H. ADJOURNMENT



City of Tualatin

OFFICIAL (DRAFT)

TUALATIN PARK ADVISORY COMMITTEE MINUTES – May 16, 2013

MEMBERS PRESENT: Connie Ledbetter, Valerie Pratt, Stephen Ricker, Kay Dix, Dennis Wells, Bruce Andrus-Hughes

MEMBERS ABSENT: Dana Paulino

STAFF PRESENT: Carl Switzer, Parks and Recreation Manager

PUBLIC PRESENT: None

OTHER: None

A. CALL TO ORDER

Meeting called to order at 6:00 p.m.

B. APPROVAL OF MINUTES

April 9, 2013 minutes unanimously approved.

C. COMMUNICATIONS

C.1 Public – None

C.2 Chairperson – None

C.3 Staff - Staff provided a Centennial Celebration update. Highlight: A Tualatin delegation went to Salem to hear House Concurrent Resolution 19 read and approved. Staff announced the 2013 Tualatin TRYathlon – a non-timed, non-competitive triathlon for kids. It was full this year!

D. OLD BUSINESS

D.1 SW Corridor Update - A status report for the project was postponed. Community Development staff will provide information at the June TPARK meeting.

D.2 Linking Tualatin

At its April meeting TPARK made recommendations to planning staff that trails not be removed from the Linking Tualatin document. Staff reported that after some discussion it was determined that trails would indeed be left in the document. More trails analysis will be done on these segments during the Parks and Recreation Master Plan update.

D.3 Lafky Park Playground Replacement project – A refreshed scope and schedule was presented.

E. NEW BUSINESS

E. 1. HEAL and Let's Move Initiatives - TPARK discussed these initiatives and will explore at a future meeting ways they recommended the city promote them in Tualatin to support healthy eating and active living.

F. FUTURE AGENDA ITEMS

F.1 Linking Tualatin and SW Corridor Plan updates

F.2 TPARK Enabling Ordinance review

G. COMMUNICATION FROM TPARK MEMBERS (All)

None.

H. ADJOURNMENT

The meeting was adjourned at 7:13 p.m.



TO: Tualatin Park Advisory Committee

THROUGH: Carl Switzer

FROM: Ben Bryant, Management Analyst

DATE: 06/18/2013

SUBJECT: Southwest Corridor Transit Evaluation Results and Draft Recommendation

ISSUE BEFORE TPARK:

Provide input on the Southwest Corridor high capacity transit evaluation results and draft recommendation.

EXECUTIVE SUMMARY:

Background

At the last TPARK meeting in May, Tualatin staff members provided a brief update on the Southwest Corridor Plan and the potential high capacity transit routes. The transit alignments were largely driven by the conceptual land use and transit planning efforts completed by the cities throughout the corridor (i.e. Linking Tualatin).

High Capacity Transit Evaluation

Since the last meeting, the Metro technical team has evaluated the different alignments and modes to identify the costs and benefits of each option. Specifically, the following was measured for each option:

- estimated capital costs;
- estimated operating costs;
- potential ridership; and,
- travel time.

The evaluation results for each of the high capacity transit alignments are listed in Attachment A.

Draft Recommendation

Given the evaluation results, Metro, in partnership with TriMet and the cities within the

corridor, has developed a draft recommendation. The recommendation is split into two main sections. The first is a narrowing down of the number of high capacity transit options to move forward through additional study and public outreach. Finally, the second section identifies numerous other transportation projects (road improvements, sidewalk connections, trail extensions, etc.) that will support a future high capacity transit line. Specifically the draft recommendation includes the following for each section:

1. *Transit*

Options To Remove From Study:

- High capacity transit to Sherwood will not be studied further given its high cost and minimal benefits; and,
- The "Hub and Spoke" option will not be studied further given its high cost.

Options To Study More:

- TriMet will conduct a local bus service enhancement study in 2014 to identify short and long term bus improvements in recognition that local service is of paramount importance;
- Bus-Rapid Transit to Tualatin, via Tigard; and
- Light-Rail to Tualatin, via Tigard.

At this point in the process, an exact alignment has not been chosen. Throughout 2014, the City of Tualatin will work with the community and our regional partners to further study the merits of bringing high capacity transit to Tualatin. If it is determined that high capacity transit is feasible and beneficial, alignment options will be evaluated and discussed in the coming year.

2. *Other Projects*

The draft recommendation includes many projects identified during Tualatin's Transportation System Plan update that will support corridor-wide goals and a high capacity transit alignment. The most significant of these projects include:

- Tualatin-Sherwood Road Widening;
- Boones Ferry Road Bridge Widening;
- Cipole Road Widening;
- Herman Road Improvements;
- Tualatin River Greenway;
- Nyberg Creek Greenway;
- North/South I-5 Parallel Path; and,
- Westside Trail.

Discussion

Tualatin staff members will ask for your initial thoughts and feedback on the evaluation results and draft recommendation at the meeting.

Next Steps

Throughout June and July, City staff members will present the recommendation to the TPARK (June 18th), Planning Commission (June 20th), Transportation Task Force (June 25), and at an open house (Tigard - June 26). The input gathered at these meetings will be shared with the City Council in an effort to provide guidance to the SW Corridor Steering Committee in June and July.

Attachments:

Attachment A: Presentation

Attachment B: Draft Recommendation



G R E A T P L A C E S

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Southwest Corridor Plan

TPARK

June 18, 2013

Objectives



Accountability and partnership

Manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.



Prosperity

People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.



Health

An environment that supports the health of the community and ecosystems.

Access and mobility

People have a safe, efficient and reliable network that enhances economic vitality and quality of life.

Major Timeline

Southwest Corridor Plan schedule



High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Next 6 slides focus on the destination / terminus & mode

Findings:

Capital Cost

\$1.7B-\$2.4B – Tigard
 \$2.4B-\$3.1B – Tualatin
 Upper range (w/ OHSU tunnel)

Annual Operating Cost

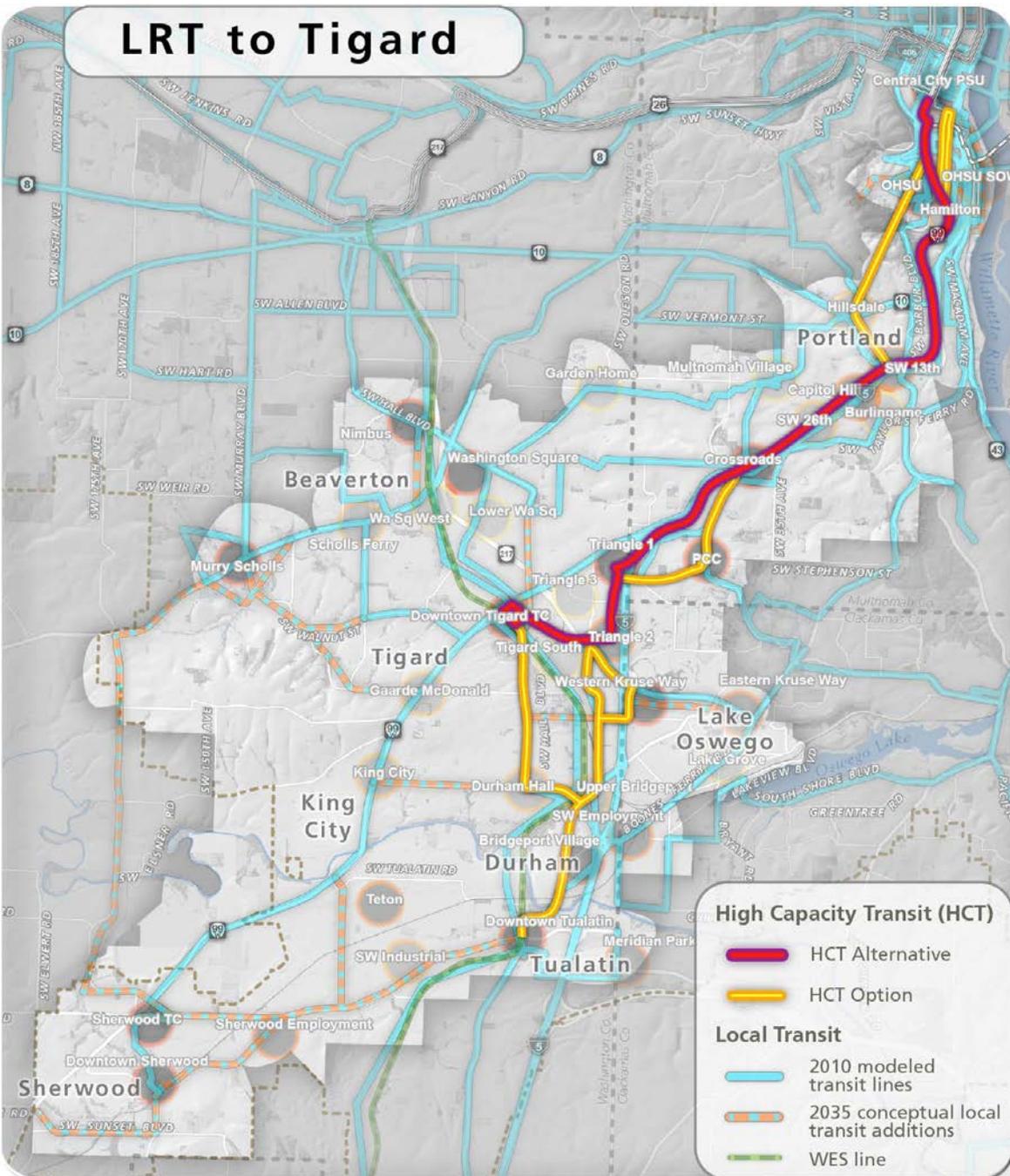
\$4.9M

Transit Ridership (2035)

No-build: 12,400
 LRT-Tigard: 22,500

Travel Time

No-build: 43 minutes
 LRT-Tigard: 34 minutes



Findings:

Capital Cost

40 – 80% LRT Costs
 Approx. \$670M – \$1.3B

Annual Operating Cost

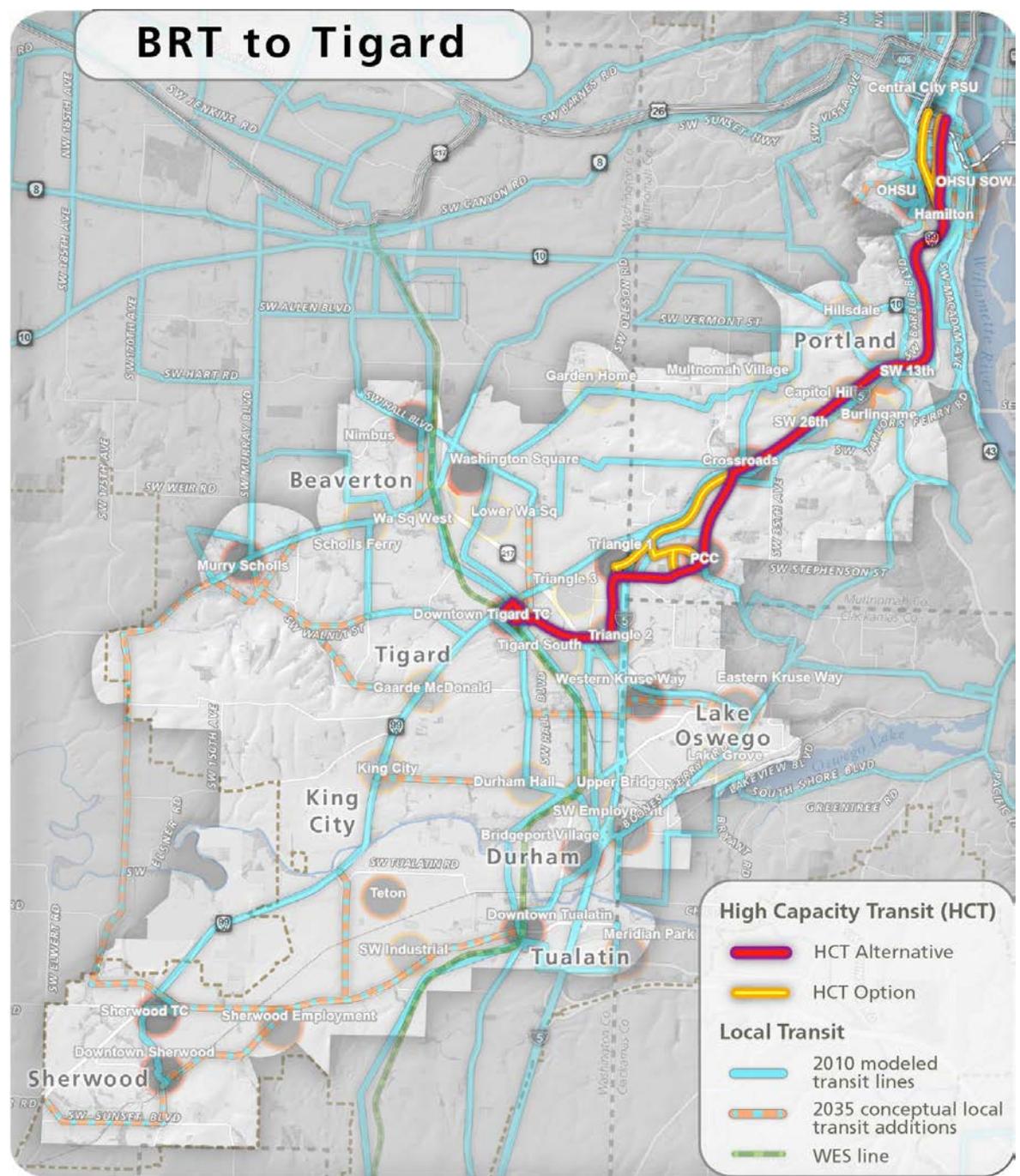
\$6.3M

Transit Ridership (2035)

No-build: 12,400
 BRT-Tigard: 20,100

Travel Time

No-build: 43 minutes
 BRT-Tigard: 37 minutes



Findings:

Capital Cost

\$970M - \$2.5B

Annual Operating Cost

\$7.5M

Transit Ridership (2035)

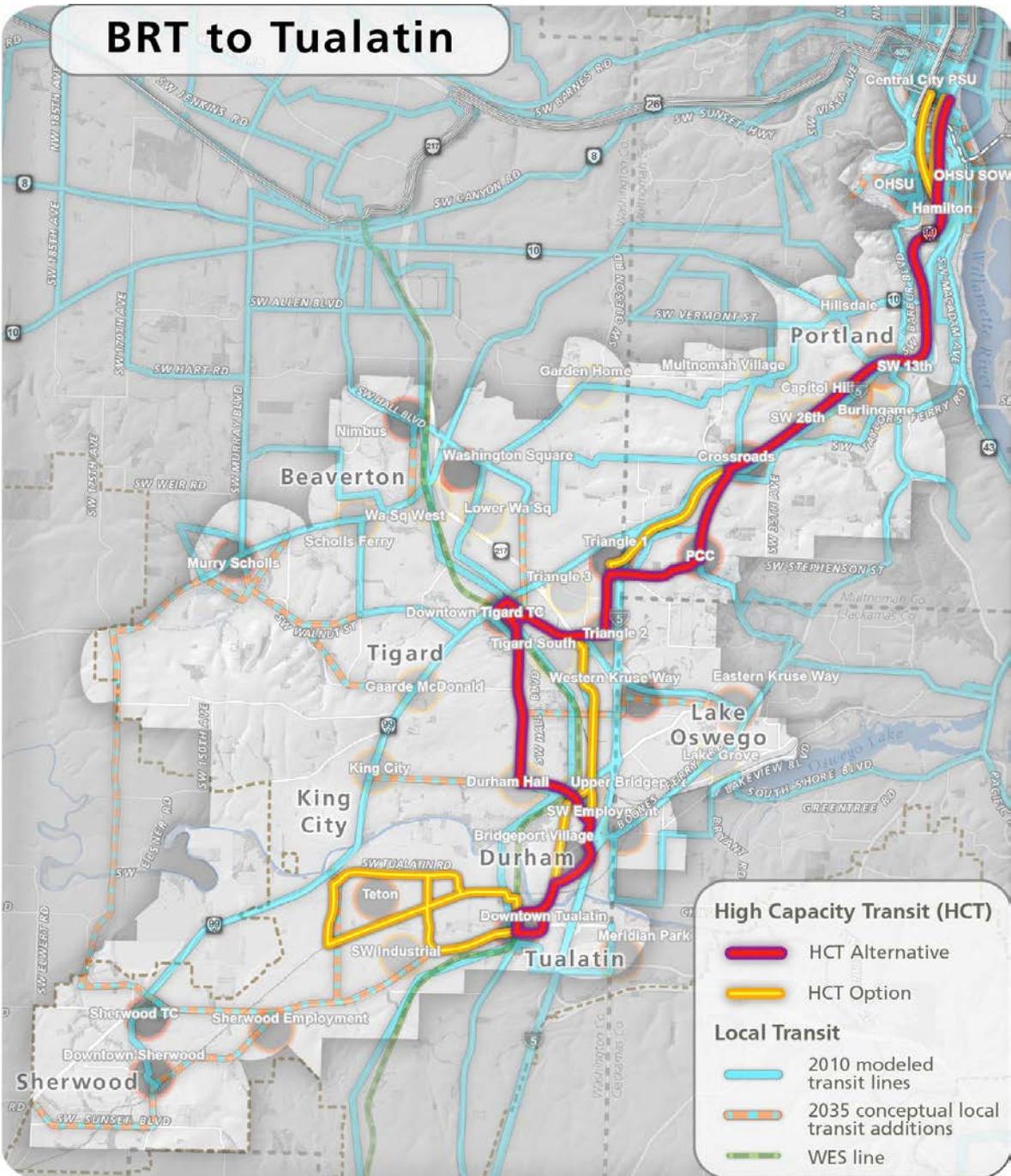
No Build: 15,800

BRT-Tualatin: 26,900

Travel Time

No-build: 65 minutes

BRT-Tualatin: 54 minutes



Findings:

Capital Cost

\$870M - \$2B

(assumes mostly mixed traffic between Tualatin and Sherwood)

Annual Operating Cost

\$10.1M

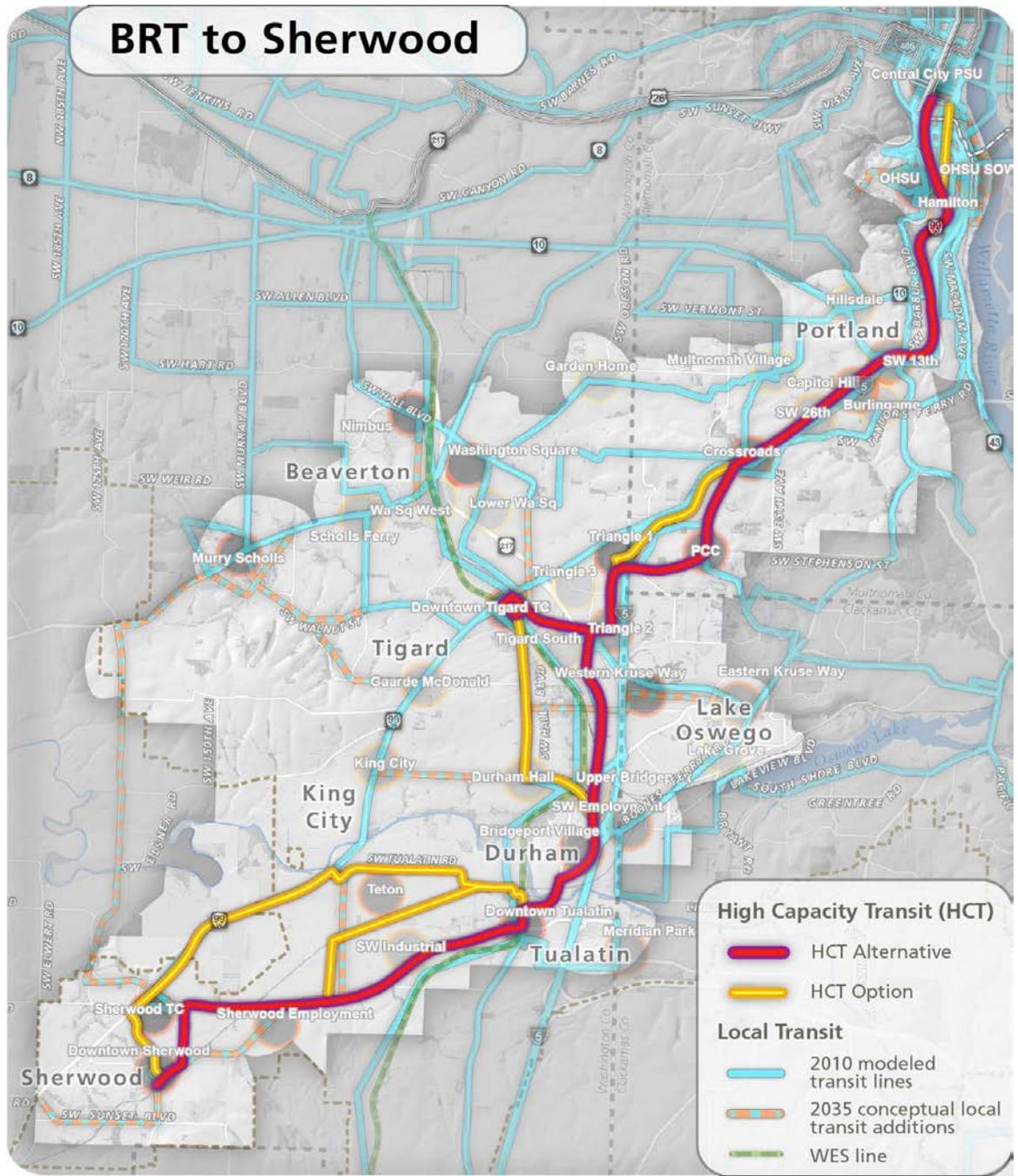
Transit Ridership (2035)

BRT-Sherwood: 28,900

Travel Time

No-build: 81 minutes

BRT-Tualatin: 66 minutes



Findings:

Capital Cost

Approx. \$600M – \$1.3B

Annual Operating Cost

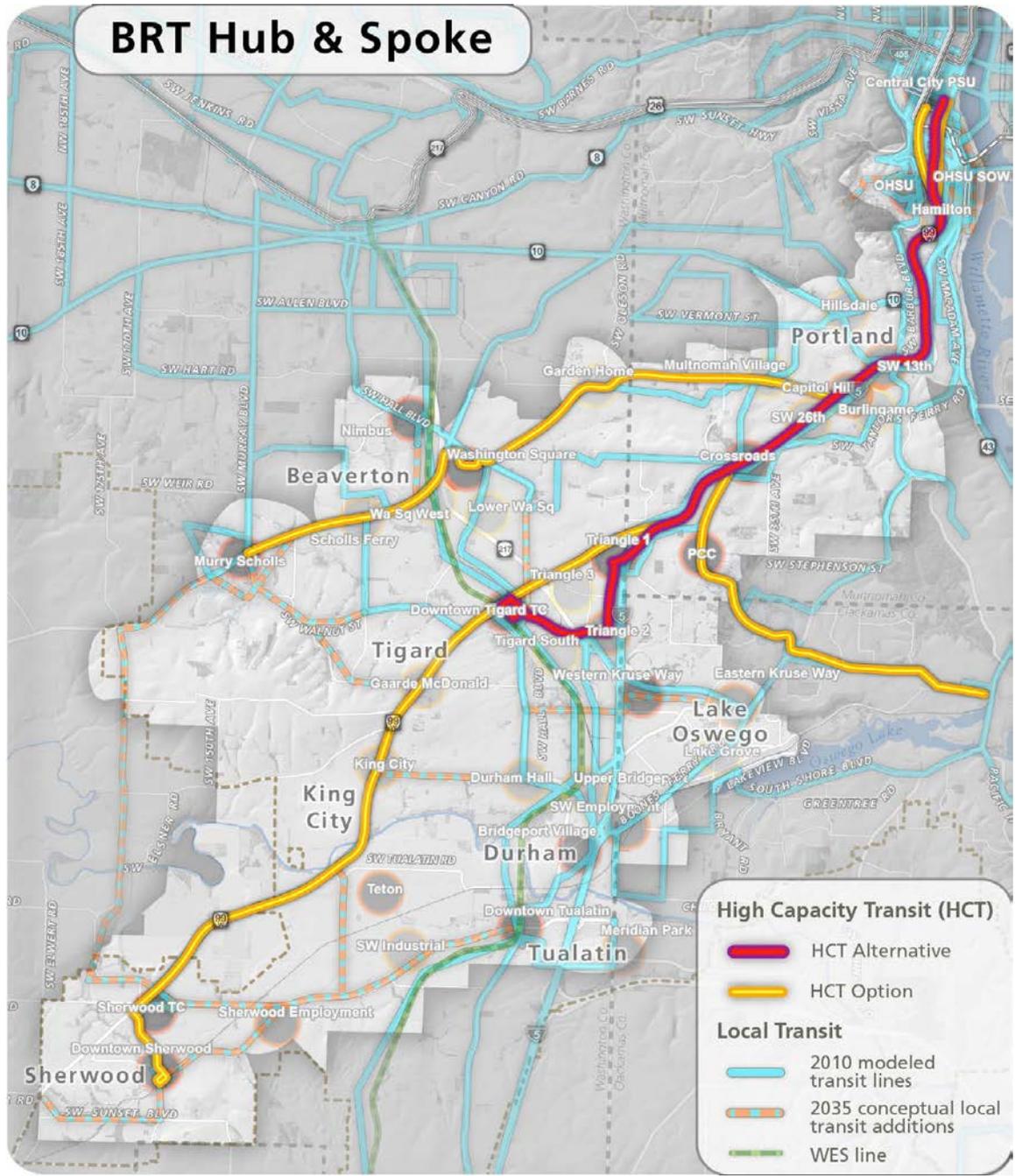
\$19.5M

Transit Ridership (2035)

No-build: 12,400

Hub: 10,000

Spokes: 13,100



Destination and Mode

Portland

Tigard

Tualatin

Sherwood

Capital Cost Magnitudes			
LRT	\$1.7B - \$2.4B	\$2.4B - \$3.1B	
BRT	\$670M - \$1.3B	\$970M - \$2.5B	\$870M - \$2B
Annual Operating Cost			
LRT	\$4.9M	\$5.5 - \$7.2*	Not Modeled
BRT	\$6.3M	\$7.5M	\$10.1M
Transit Ridership (2035)			
No-Build	12,400	15,800**	
LRT	22,500	30,000*	Not Modeled
BRT	20,100	26,900	28,900
Travel Times in Minutes (2035)			
	Portland-Tigard	Portland-Tualatin	Portland-Sherwood
No-Build	43 min	+22 min (65 min)	+16 min (81 min)
LRT	34 min	+15 min (49 min)*	Not Modeled
BRT	37 min	+17 min (54 min)	+12 min (66 min)

* These figures were not gathered from the Metro travel model, but projected using trends

** This figure does not include the 96 bus which has 2,000 daily riders. The 96 bus is proposed to remain with all HCT options.

High Capacity Transit Decision Timeline

October 2012	July 2013	mid-2014	early 2017
<p>Narrow from 10 alternatives concepts to five</p>	<ul style="list-style-type: none"> • Destination • Which modes to carry forward for further study • Policy direction on "level" of BRT for further study • Direction on Southwest (Transit) Service Enhancement Plan 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Tualatin-Sherwood Road or Industrial Area? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

Next 2 slides focus on the level of service & local service

If bus rapid transit is studied further, where on the spectrum should we focus?

Fully
mixed
traffic

Fully
exclusive
transitway

Mixed traffic

- Slower
- Lower ridership
- Less reliable
- Lower construction costs

Eligible for federal
New Starts funding
at 50% dedicated
right of way

Exclusive transitway

- Faster
- Higher ridership
- More reliable
- Higher construction costs

SW Service Enhancement Plan

- The SW Service Enhancement Plan will study the demand for transit service to connect people with jobs and educational opportunities
- Look at near-term and long-term enhancements
- Explore public-private partnerships

Key Findings

- Strong future transit demand in corridor
- HCT “trunkline” can improve local service
- All destinations need better transit service, some will with HCT, others with local service

Draft Recommendation Transit

Options To Remove From Study:

- High capacity transit to Sherwood
- "Hub and Spoke" option

Options To Study More:

- TriMet local bus service enhancement study
- Bus-Rapid Transit to Tualatin, via Tigard*
- Light-Rail to Tualatin, via Tigard*

* Exact alignments to be determined through public process in 2014.

Draft Recommendation Roadway & Parks Projects

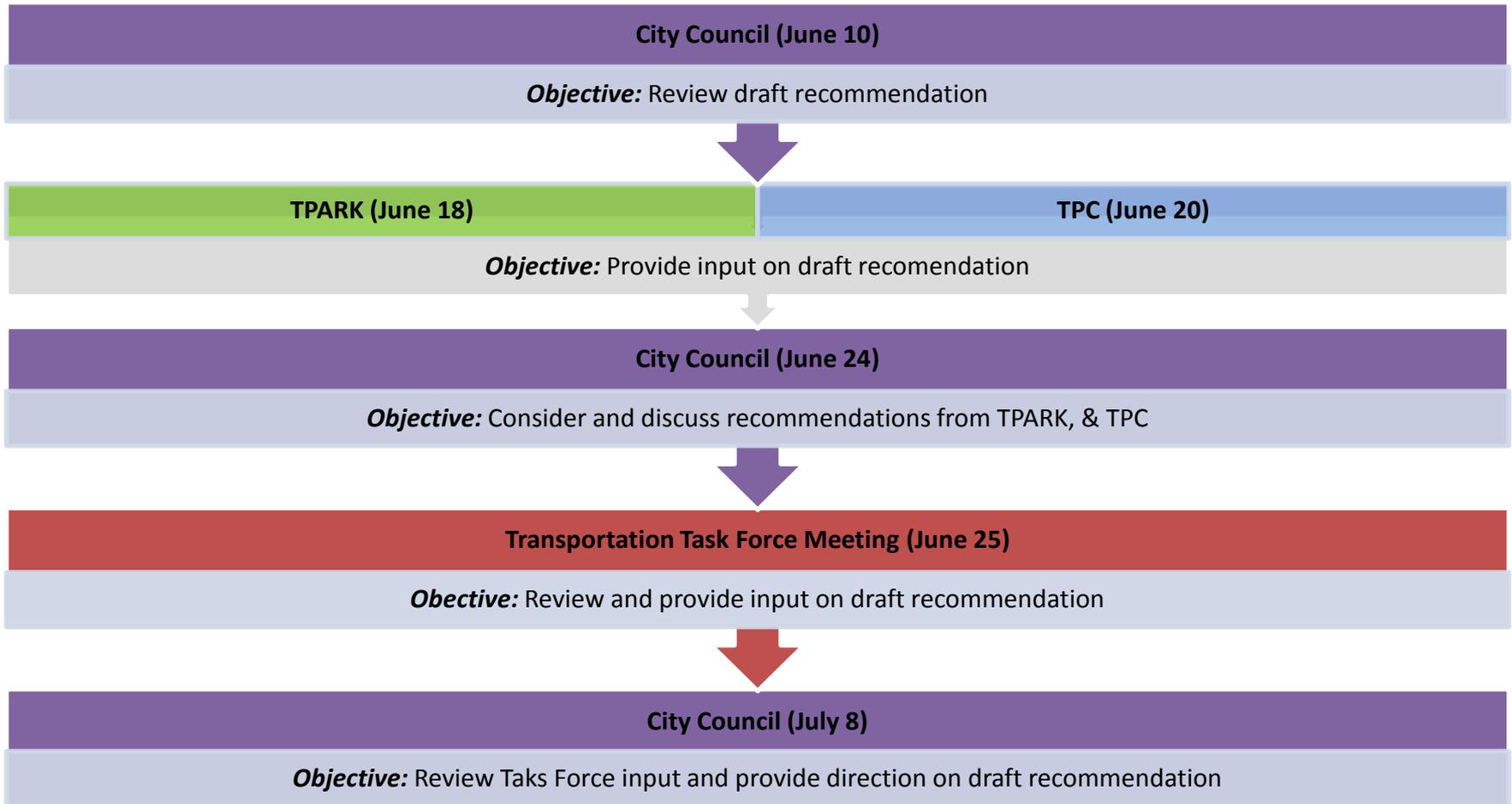
Roadway Projects

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Ciple Road Widening
- Herman Road Improvements

Parks/Trails Projects

- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail

Next Steps



Draft PTL recommendation

Making investments in the Southwest Corridor

The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

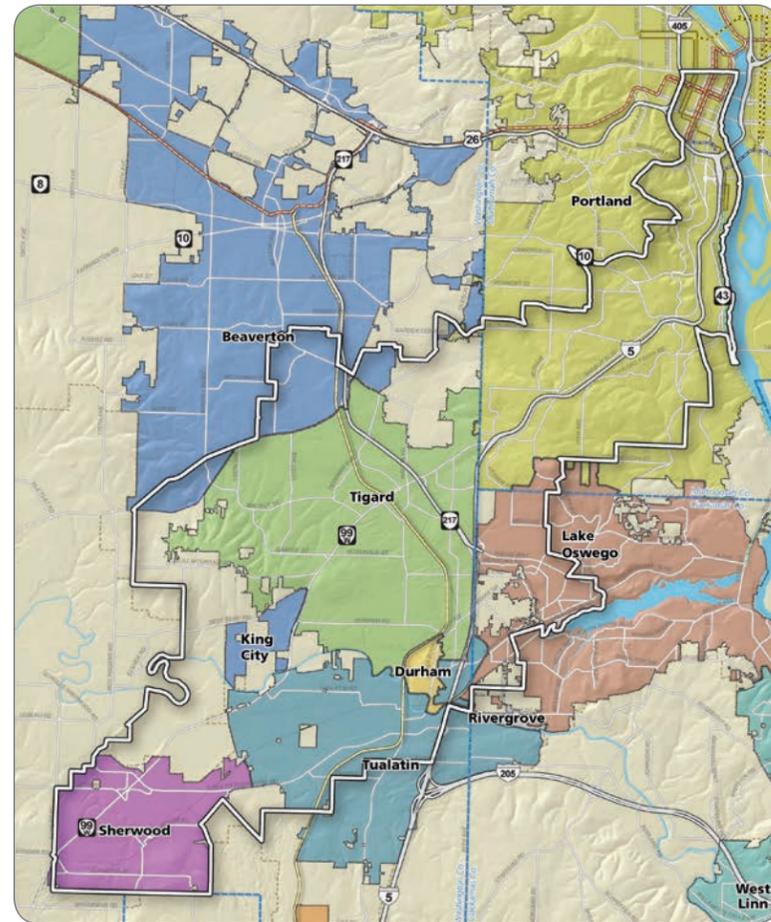
Accountability and partnership

Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

Prosperity People can live, work, play and learn in thriving and economically vibrant communities where everyday needs are easily met.

Health People live in an environment that supports the health of the community and ecosystems.

Access and mobility People have a safe, efficient and reliable network that enhances economic vitality and quality of life.



Steering committee members

- Metro Councilor Craig Dirksen, co-chair
- Metro Councilor Bob Stacey, co-chair
- Tigard Mayor John Cook
- Beaverton Mayor Denny Doyle
- Portland Mayor Charlie Hales
- Lake Oswego Councilor Skip O'Neill
- TriMet general manager Neil McFarlane
- Sherwood Mayor Bill Middleton
- Tualatin Mayor Lou Ogden
- Washington County Commissioner Roy Rogers
- Durham Mayor Gery Schirado
- Multnomah County Commissioner Loretta Smith
- ODOT Region 1 manager Jason Tell
- King City Commissioner Suzan Turley

Overview

This document presents a draft recommendation and action plan for the Southwest Corridor Plan Steering Committee to consider. This packet includes:

- a draft recommendation, to be revised and confirmed in July
- priority projects to be considered for the final investment package
- considerations for improvements to the regulatory environment to best leverage public investments.

The steering committee will be asked to issue its draft recommendation on July 8, 2013. Outstanding issues will be addressed and the final recommendation will be affirmed on July 22, 2013.

Vision and context

The work has been guided by a steering committee that includes representatives from Southwest Corridor cities, counties and agencies.

Six major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard HCT Land Use Plan
- Linking Tualatin
- Southwest Transportation Plan
- Transit Alternatives Analysis.

The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a Shared Investment Strategy – to implement the shared Southwest Corridor vision. The policies and projects are all aimed at supporting development that is consistent with the communities' aspirations for key places in the corridor.



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The Southwest Corridor Land Use Vision	3
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Summary of the Southwest Corridor Plan Shared Investment Strategy recommendation

1. Investments in the public realm

A set of potential investments that will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan.

Transit investments

- Enhanced local transit service to support the development of key places in the Southwest Corridor and connection to many places outside the corridor (page 6)
- A narrowed set of high capacity transit alternatives for further study to inform a future steering committee decision about what, if any, transit investments to consider under the National Environmental Policy Act (NEPA) (pages 6 and 7)

Roadway and active transportation investments

- A set of roadway and active transportation investments that are highly supportive of the narrowed set of high capacity transit alternatives (page 8)
- A set of roadway and active transportation investments that are highly supportive of the land use vision for key places in the Southwest Corridor, including existing centers and corridors as well as growing employment and industrial areas (page 8)

Parks and natural resource investments

- A set of projects including parks, trails and natural resource enhancements to support the quality of life in key places, address "green" needs in the corridor, and leverage transportation investments (page 9)

2. Regulatory environment and development catalyst investments

These include proposed policy changes and development incentives for consideration by project partners.

DISCUSSION DRAFT, June 5, 2013

Shared Investment Strategy

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

Investments in the public realm

- High capacity transit
- Roadway expansions or improvements
- Bike and pedestrian facilities improvements
- Green (parks, natural areas and natural resources) improvements

Development incentives that catalyze private investment

- Public development grants such as through the transit-oriented development program

The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest Corridor began this collaborative effort by looking at their downtowns, main streets, corridors and employment areas to define a vision for these places that reflects their unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor contains important regional retail and employment destinations as well as many major trails and the nation's only urban national wildlife refuge.

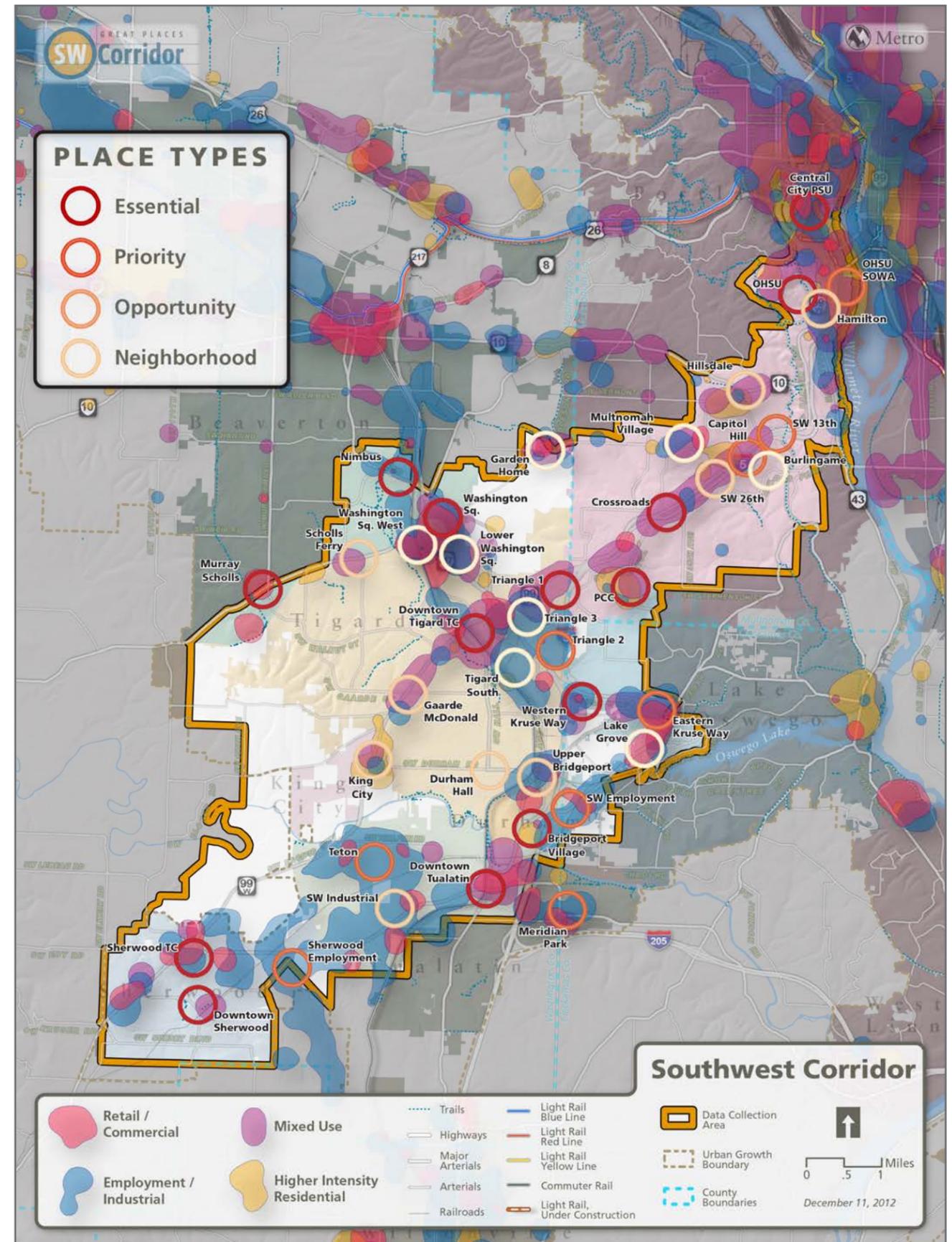
	Households	Jobs
2010	79,038	140,000
2035	111,928	259,182

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that create more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- **Retail/commercial** The corridor is a destination for retail with three prominent shopping destinations in Washington Square, Bridgeport Village, and Six Corners. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest Corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** Intended to include a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- **Higher intensity residential** Infill and redevelopment is going to be the primary generator for new development in the corridor. The majority of residential development that does occur will be found in the mixed-use areas.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them. These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.



Public involvement for Phase I

September 2011 to February 2012: What should be the focus of the plan?

The first public engagement stage of the Southwest Corridor Plan was held September 2011 to February 2012 and aimed to determine the scope, evaluation framework and goals of the overall plan.

In that process, project partners focused on announcing the integrated planning effort, informing the public about the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

February 2012 to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage of was held February 2012 to August 2012 and aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants in the online open house viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced during this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

August to December 2012: How should investments be prioritized?

The third public engagement stage was held August to December 2012 and aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

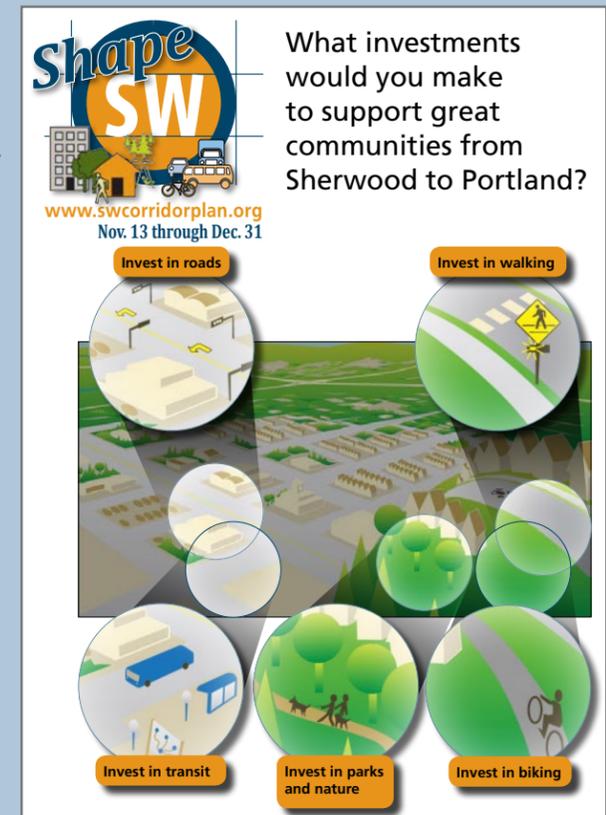
Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest Corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no Vietnamese-language questionnaires were received.

January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback that will inform decision-making.

Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that will be open between May 23 and June 26. The public will be given an opportunity to review the Southwest Corridor Plan draft recommendation and give feedback in an additional online questionnaire from June 11 to 26. The draft recommendation will be the focus of the final community planning forum on June 26. Public input will be delivered to decision-makers in advance of the July 8 meeting.



Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified key places to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct us to **collaborate**, **target resources** and search for opportunities to **leverage dollars**.

Collaborate

The project partners agree to work together to implement common prioritized projects that support the land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest Corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the green identity so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest Corridor vision a reality.

Target resources

Focusing on the Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion to about \$500 million. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of projects that support the land use vision in the corridor.



The Southwest Corridor Plan includes the region's first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the Shared Investment Strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

Leverage

Great places are defined by a variety of elements that congregate in one location to meet a range of community needs. Investing in a road improvement might not create a great place – but combining it with a trail, a culvert replacement and bus stop improvements makes it more likely to help catalyze the market and attract private investment to build the community vision.

The narrowed lists of projects that are oriented towards specific places can serve as a tool for agencies to work with when making future investment decisions. Even more important is continued communication between agencies, both internal (e.g., city transportation, parks and environmental services departments) and external (e.g., city transportation and county transportation or TriMet).

Add examples

Add photo or diagram from pro forma work

Action

The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort targeted towards implementing the projects that support the Corridor land use vision over the next 15 years. This includes exploring policy changes and development incentives as well as a strategic project list for transit, roadway, active transportation and parks and natural resources. The Southwest Corridor Evaluation results, project partner priorities, and public input provided the foundation for the Shared Investment Strategy.

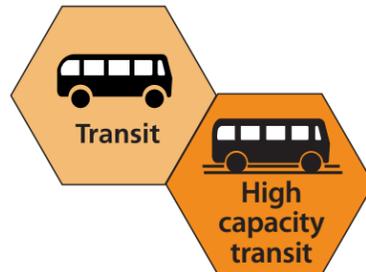
It is understood that many Southwest Corridor communities have transportation needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the Shared Investment Strategy defines specific actions, responsibility, timeframe and potential resources that are critical to supporting the Southwest Corridor Land Use Vision.

Investments in the public realm

Transit

In July, the Steering Committee is being asked to give direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: modes (bus rapid transit and/or light rail) for further study, percentage of bus rapid transit dedicated transitway, and the destination of a potential high capacity transit investment. Additionally, the steering committee will identify the key questions to be answered during a refinement phase as the project partners define a project for analysis under the National Environmental Policy Act (NEPA).

The following is the staff recommendation for further study for a Southwest Corridor transit investment.

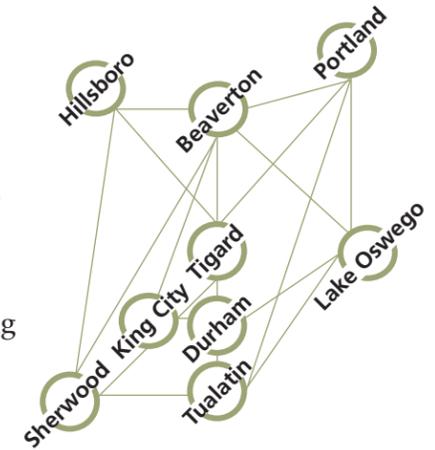


Local service/Southwest Corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest Corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest Corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.

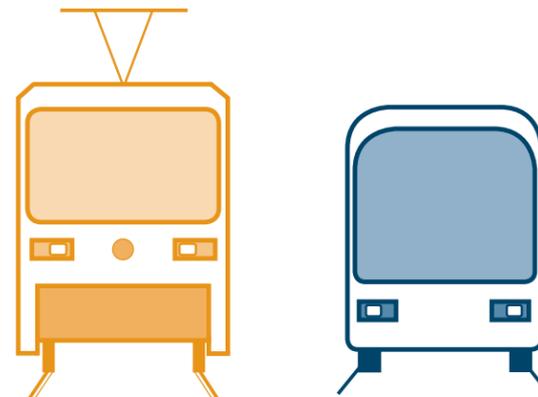
This recommendation directs TriMet to implement Southwest Service Enhancement Plan to provide the following:

- transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line
 - These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
 - This includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.
- improved local transit connections to Westside Express Service
- capital improvements necessary to achieve higher transit system functioning, such as “queue jumps” and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
- identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).



Mode

Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and support for the Southwest Corridor Land Use Vision.



Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This also means that it can be difficult to clearly define and that every bus rapid transit project is constantly under pressure to cut costs by reducing how “congestion-proof” it is.

Running buses in mixed traffic is less expensive – it is also slower and has more delay with less certainty about arrival times and travel times. Bus rapid transit in mixed traffic can still be a significant improvement compared to local buses without transit priority treatments, but it cannot attract as many riders and therefore cannot support the development of a corridor as much as bus rapid transit in exclusive lanes.

Because bus rapid transit is so flexible, every intersection or congestion point raises the same question during design: Should this section be “congestion-proof,” or is that too problematic and should we put it in mixed traffic – or some middle ground with transit priority but not exclusive transit?

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which are in the United States. There is only one silver standard project in the United States: Cleveland’s HealthLine.

For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit www.itdp.org/microsites/the-brt-standard-2013/.

Percentage of bus rapid transit in dedicated transitway

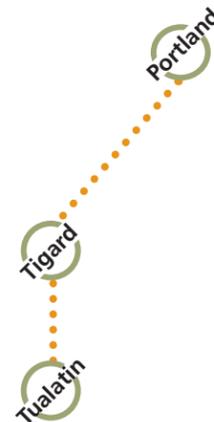
As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration “New Starts” funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

Destination

The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

Funding

Capital funding for construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and



Steering committee decisions: high capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and connections for the rest of the transit system.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"> • Direction on Southwest (Transit) Service Enhancement Plan • Policy direction on “level” of BRT for further study • Which modes to carry forward for further study • Destination 	<p><i>Refinement</i></p> <ul style="list-style-type: none"> • Alignments <ul style="list-style-type: none"> • Naito or Barbur? • Surface or tunnel (if light rail)? • Direct connection to PCC? • Hall or 72nd? • Add a lane or convert a lane? • Potential station locations • Funding strategies 	<p><i>Draft Environmental Impact Statement</i></p> <ul style="list-style-type: none"> • Mode • Station locations • Transit system connections

The October 2012 decision removed streetcar to Sherwood, high capacity transit connection between Tigard and Sherwood on Highway 99W, and the idea of adding or converting an Interstate 5 lane for high occupancy vehicle or high occupancy transit lane from further consideration and tabled consideration of WES improvements for another time and process.

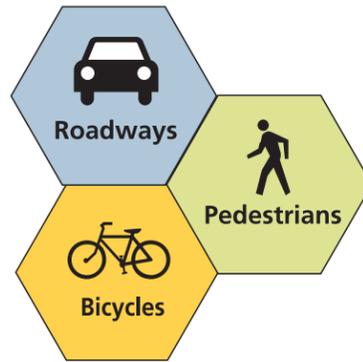
This recommendation would remove the option of the “hub and spoke without transfer” and bus rapid transit between Tualatin and Sherwood from consideration and would provide that a bus rapid transit alignment would require at least 50 percent dedicated right of way.

a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the Federal Transit Administration (FTA) which has contributed more than half the total funding for MAX projects to date. High capacity transit will require a corridor-wide funding strategy that secures and leverages new resources, possibly including a competitive grant from the Federal Transit Administration to fund a high capacity transit investment. An FTA grant would most likely require a 50 percent match which can include local, regional, state and other non-FTA federal funds.

DISCUSSION DRAFT, June 5, 2013

Roadway and active transportation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the HCT recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the Corridor over the next 15 years.



Projects on the narrowed list fall into one of two categories:

1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. While this group of projects has been identified as highly supportive of a potential high capacity transit investment, not all of them can necessarily be included in an eventual high capacity transit funding package (for example, about \$35-40 million was included as part of the Portland-Milwaukie Light Rail Project). This will be a future decision based on priority judgments by project partners during refinement and efforts to best match Federal Transit Administration funding requirements. Those projects that are not included will be available for further project development by project sponsors.

2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

As stated earlier, these lists are not intended to identify all projects that are important to communities in the Southwest Corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet's Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the Shared Investment Strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

Attachment A includes the project lists and narrowing criteria.

Roadway projects supportive of land use goals and high capacity transit, by specific development type

Lake Oswego – Land use

- 5004 Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)

Portland – High capacity transit

- 1004 South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)
- 4002 Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements
- 5005 Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements
- 5007 Barbur Signals (add signalized intersections)
- 5009 Capitol Hwy Improvements (replace roadway and add sidewalks)
- 5057 SW 53rd and Pomona (improves safety of ped/bike users)

Portland – Land use

- 1019 Barbur Road Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)
- 1028 Barbur/Terwilliger Intersection Ped./Bike Improvements
- 5006 Barbur Lane Diet: Terwilliger to Capitol
- 5008 Barbur/ Capitol Hwy./ Huber/ Taylors Ferry Intersection Safety Improvements
- 5013 Naito/South Portland Improvements (left turn pockets with bike/ped; remove tunnel, ramps and viaduct)
- 5059 SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)

Tigard – High capacity transit

- 1077 Ash Avenue railroad crossing (new roadway)
- 1078 Atlanta Street Extension (new roadway)
- 1098 Hall Boulevard Widening, Bonita Road to Durham
- 1100 Hall/Hunziker/Scoffins Intersection Realignment
- 1107 Hwy. 217 Over-crossing - Hunziker Hampton Connection
- 5024 68th Avenue (widen to 3 lanes)
- 5035 Hall Boulevard Widening, Highway 99W to Fanno Creek
- 5036 Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge

Tigard – Land use

- 1129 Highway 99W access management in Tigard
- 5037 Hall Boulevard Widening, Oleson to 99W

Tualatin – High capacity transit

- 1134 Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)

Tualatin – Land use

- 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Tualatin and Sherwood)
- 5047 Cipole Rd. (widen to 3 lanes with ped./bike)
- 5048 Herman (multi-modal improvements, Teton to Tualatin Rd.)
- 5049 Herman (multi-modal improvements, Cipole to 124th)

Sherwood – Land use

- 1062 Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes
- 1068 Town Center Signal & Intersection Improvements (Downtown Sherwood)
- 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Sherwood and Tualatin)
- 5020 Oregon-Tonquin Intersection & Street Improvements

Key

- Retail/commercial
- Mixed use
- Employment/industrial
- Higher intensity residential

Parks and natural resource projects

Parks, trails, natural areas and street trees provide the “green” element of communities that is consistently prioritized by corridor residents as part of what draws them to live, work and play in the Southwest Corridor. Project partners originally identified nearly 450 projects in the corridor, this recommendation includes a narrowed list of “green” projects - parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors and improved culverts for fish passage. The projects on the list were identified as supporting the Southwest Corridor Land Use Vision, the potential high capacity transit investment, and important water resource and regional trail connections. Project partners are currently reviewing this refined list and will identify any recommended changes by the July 8 steering committee meeting.



As the high capacity transit alternative is refined, the next step in sorting and prioritizing “green” projects in the Southwest Corridor may be for partners to examine the likely funding sources and develop a collective strategy for grant writing and the strategic use of other available or new funds. A refined project list could be developed based on this shared funding strategy.

Importantly, the project list does not include the numerous impacts and mitigation projects that would be required as a result of a new transit corridor, road and street construction and redevelopment. As land use and transportation projects are implemented, Southwest Corridor partners will work to identify relationships to or impacts on nearby or adjacent “green” projects. This strategy recommends prioritizing those projects that offer multiple benefits and a higher return on investment for the public’s resources, regardless of the source of those funds.

Attachment B includes the narrowed list of projects and the parks and natural areas narrowing methodology.

Documents that support this action and provide key information for further phases

Charter Dec. 12, 2011
(<http://rim.oregonmetro.gov/webdrawer/rec/232209/view>)

Vision, goals and objectives May 14, 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248086/view>)

Existing conditions summary report April 18, 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248092/view>)

Opportunity and housing report January 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248099/view>)

Health assessment January 2012
(<http://rim.oregonmetro.gov/webdrawer/rec/248096/view>)

Project lists and development process

Project bundles Feb. 5, 2013
(http://library.oregonmetro.gov/files/sw_corridor_atlas_transportation_021213_small.pdf)

Evaluation report

Evaluation documents for future project phases

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives Jan. 24, 2013
(<http://rim.oregonmetro.gov/webdrawer/rec/252707/view>)

Development case studies

Public involvement report

Alternatives Analysis (for submittal to FTA)

Development strategy (regulatory environment and catalyst investments)

The public sector plays a key role in the implementation of the community land use vision. There are two major tools the public sector controls that can help set the stage for development consistent with community goals. Those tools are the regulatory framework and the administration of financial incentives which together can help catalyze development to create market value and stimulate private investment.

The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes development (zoning) codes and policies that relate to land development. A goal should be to make development consistent with the community vision the easiest thing to do. This can be accomplished by creating a regulatory framework that is predictable and efficient, creating certainty in the private market. It also provides the community with certainty that future development in their community will be in the desired locations with a form consistent with the vision. To successfully implement a land use vision that goes beyond the existing development form requires both public support and market potential. The public sector has the ability to control the policies and code requirements that have a direct effect on the bottom line and create a regulatory environment that supports investment in their community.

The public sector can also help catalyze development through the strategic application of financial incentives that support new development forms that may be ahead of the market. In particular, development forms that are mixed-use or multi-story are more costly and may require rents that are above current market demand. These higher costs can be offset through creative financing strategies and tools, helping to create value in the market and eventually enable private investments to be made without public support. By aligning the regulatory framework, strategic incentives to catalyze development and prioritizing capital investments in the public realm the public sector has a tremendous opportunity to create successful places that reflect the land use vision.

New Starts competitive advantage

By setting the right regulatory and financial environment the public sector can catalyze the market and ideally make our region more competitive for federal capital construction dollars that are associated with the Federal Transit Administration's New Starts program. These guidelines provide a series of actions that local governments can take to leverage a transit investment, including plans, policies, and financial incentives along the proposed corridor that support the adjacent land use and ideally bring more transit riders to the system. These actions should support the following outcomes:

- additional, transit-supportive development in the future
- preservation or increase in the affordable housing supply
- increased population and employment concentrations.



At this phase of the Southwest Corridor Plan the focus is on identifying potential policy changes or incentives that help the region compete nationally for limited dollars. Many of these strategies are already in place in some cities in the corridor, and our region is recognized nationally for progressive land use policies. This may raise the bar for our region in terms of what we need to implement as the project partners move through a NEPA process.

Regulatory framework

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the corridor, much of which is focused on creating transit ready communities that can leverage an investment in high capacity transit. High capacity transit has the potential to have a catalytic effect on adjacent land uses especially if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies are an opportunity to support the land use vision now and to help achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however their application differs greatly depending on the context in which they are applied. A number of these tools may specifically be identified in FTA guidance for the New Starts program. The policies that are recommended for further action by local partners include:

Zoning code changes

- Examining density maximums and building height
- Non-compliant use provision
- Stepbacks

Parking requirements and parking management

- Trip generation reductions
- Responsive parking ratios
- Shared parking
- Unbundling parking

Design

- Layered landscapes and active open space
- Ground floor active use provisions
- Street design, streetscapes and green streets

Financial incentives

There are a number of financial tools available to the public sector that can be used to help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible now and what is desired by the community. In many cases the vision that the community has is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to implementing the community vision. Regulatory tools and policies that support the vision help send this message, but direct financial incentives in key catalytic projects provide a “proof of concept”. Strategic investments in such projects can ultimately lead to increased value in the market and eventually allow for private investment without public support over time.

Current market conditions are not supportive of many development forms that are envisioned for the Southwest Corridor. In particular this is true in areas that aspire to a higher level of amenity than what exists today. The tools below are recommended for consideration by public sector partners in areas of change throughout the Southwest Corridor to help leverage investment and new development.

- Vertical Housing Program
- Brownfield Remediation Funds
- System Development Charges Strategies
- Urban Renewal
- Grant programs (e.g., Metro’s Transit-Oriented Development Program)
- Affordable housing incentives

Corridor-wide policy

The Southwest Corridor refinement process should include a scope element to work in partnership with the Southwest Corridor cities, Washington County and ODOT to develop a coordinated set of multi-modal performance measures that reflect state, regional and local goals. The multi-modal performance measures may vary across the corridor based on community objectives, and should provide the objectivity necessary for fair and consistent application. The measures would be intended to support both land use review and transportation evaluation. The scope of the alternative performance measures development would likely include Interstate 5 and Highway 99W within the Southwest Corridor, and Tualatin-Sherwood Road in the Tualatin and Sherwood Town Center areas, although the boundaries of application could vary from these limits. The intended work product would develop a set of multi-modal performance measures and associated evaluation process. This product could subsequently be considered for adoption by jurisdictions throughout the region, including Metro and the Oregon Transportation Commission.

Strategic Investment Strategy action chart

July action	Responsibility for implementation					Target date for next steps (if applicable)
	Who implements		When	Funding for work	Notes	
	Lead	Partners				
Decision to refine HCT alternatives for further study: 1. Level of BRT 2. Modes for further study 3. Destination	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined HCT project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for HCT project	Mid 2014: Begin Draft Environmental Impact Statement (DEIS) on HCT alternative as refined by project partners Early 2017: Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet w/ some Metro staff support	Vision for future transit service throughout the area, including connections to HCT. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	2015: Implement service enhancements and revisit over time based on local improvements
Southwest Corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of HCT alternative	
Policies and incentives to address regulatory framework and catalyst investments	Cities	Metro	Timing depends on jurisdiction and direct connection to HCT	Cities	Milestones for specific cities will be tied to progress on HCT project with an aim to address FTA guidelines and help the region compete for federal transit funds	Spring 2014: Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway/AT projects highly supportive of HCT	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement some projects will be determined to fit with HCT project as refined	Mid 2014: Partners will define which projects are packaged with the HCT alternative for NEPA
Roadway/AT projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified as early opportunities; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non-profits	8/2013 – 6/2014 for projects related to HCT	Project sponsor and Metro will look at projects that could be part of HCT alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	Mid 2014: Identify projects that may be part of HCT alternative for NEPA



STAFF REPORT

CITY OF TUALATIN

TO: Members of the Tualatin Park Advisory Committee (TPARK)

FROM: Paul Hennon, Community Services Director
Carl Switzer, Parks and Recreation Manager

DATE: June 18, 2013

SUBJECT: REVIEW OF PROPOSED NYBERG RIVERS MASTER PLAN

ISSUE BEFORE TPARK

TPARK will review and provide comments to the Council on the proposed Nyberg Rivers Master Plan as it relates to chapters of the Tualatin Development Code pertaining to the Natural Resource Protection Overlay District and the Pedestrian, Bicycle, and Multi-Use Path Modal Plan, and the Central Urban Renewal District Plan.

TPARK's comments will be forwarded to the Council for consideration at the public hearing on the proposed Nyberg Rivers Master Plan, currently scheduled for July 22, 2013.

RECOMMENDATION

Staff recommends that TPARK review and provide comments to the Council on the proposed Nyberg Rivers Master Plan as it relates to the Tualatin Development Code chapters pertaining to the Pedestrian, Bicycle, and Multi-Use Path Modal Plan and the Natural Resource Protection Overlay District Central, and the Urban Renewal District Plan.

EXECUTIVE SUMMARY

Purpose of the Review

The purpose of the review is to provide the Council with TPARK's comments regarding the extent to which the proposed Nyberg Rivers Master Plan complies with the Tualatin Development Code, Chapter 11.650 Pedestrian, Bicycle, and Multi-Use Path Modal Plan and Chapter 72 Natural Resource Protection Overlay District; and the Central Urban Renewal District Plan, Goal 6 Pedestrian and Bikeways and Goal 9 Parks.

Summary

CenterCal Properties, LLC, owners of the Bridgeport Village and Nyberg Woods retail centers, submitted a Master Plan application (MP-13-01) and Conditional Use Permit (CUP-13-04) for the "Nyberg Rivers" commercial center project proposal to redevelop the former K-Mart site and adjacent properties, all located within the Central Urban Renewal District.

The Tualatin Development Code requires Council approval of a Master Plan for redevelopment of this scale within the Central Urban Renewal District.

Approval of the Master Plan and Conditional Use Permit do not authorize construction. The redevelopment project requires the following multi-step approach before construction can proceed. Step 1 includes obtaining Council approval of the proposed Nyberg Rivers Master Plan, Step 2 includes obtaining Council approval of the associated Conditional Use Permit, Step 3 includes obtaining an Architectural Review and Public Facilities Decision, and Step 4 includes Agency Permitting, Building Plan Review and Permits, and approval of Public Works Permits.

TPARK will review and provide comments on the proposed Nyberg Rivers Master Plan which will be forwarded to Council for consideration at the public hearing on the proposed Nyberg Rivers Master Plan.

Council has directed the Architectural Review Board to provide an Advisory Review and comment on the Nyberg Rivers Master Plan as it relates to the criteria in the Central Urban Renewal District Plan at a public meeting of the Board. The comments collected at the Architectural Review Board Advisory Meeting will be forwarded to the Council for consideration at the public hearing on the proposed Nyberg Rivers Master Plan.

Both the proposed Nyberg Rivers Master Plan and the Conditional Use Permit applications will be reviewed by the Council at a public hearing currently scheduled for July 22, 2013.

After Council renders a decision on the proposed Nyberg Rivers Master Plan and Conditional Use Permit, to proceed with construction, the Applicant would submit an Application for Architectural Review based on the Council's decisions on the Nyberg Rivers Master Plan and Conditional Use Permit. The Architectural Review Application will be reviewed by the Architectural Review Board (architectural features) and the Engineering Division in coordination with the Community Services Department on Natural Resource Protection Overlay District and Pedestrian, Bicycle, and Multi-Use Path Modal Plan (public facilities).

The Architectural Review Board will review the Application with respect to the Council's decisions on the master plan and conditional use permit, as well as the usual Community Design Standards, and other relevant standards in the Tualatin Development Code.

Community Services Department staff will be coordinating on the Natural Resource Protection Overlay District and the Pedestrian, Bicycle, and Multi-Use Path Modal Plan analysis and findings in the master plan and architectural review processes.

Proposed Nyberg Rivers Master Plan

The Nyberg Rivers Master Plan is a multi-tenant shopping center redevelopment project.

Location:

The area of the project site is about 39 acres and includes the old K-Mart store. The site encompasses Central Urban Renewal District (CURD) Blocks 1, 2, 3 and 4 where a Master Plan is required with redevelopment.

Planning Districts and Natural Resources:

The properties on which the redevelopment would occur are located in the Central Commercial (CC) Planning District, the Commercial Office (CO) Planning District, and a small portion of the High Density Residential (RH) Planning District. The Conditional Use Permit would allow retail uses in the Office Commercial (CO) Planning District and allow outside sales in the Central Commercial (CC) Planning District.

The site includes Tualatin River Greenway riverbank frontage and a Significant Natural Resource (forested area) where public access and natural area enhancements are identified in the Tualatin Development Code and the Central Urban Renewal District Plan.

Project Scope:

The proposed Nyberg Rivers Master Plan includes demolition of three existing buildings (including the former K-Mart building), construction of eight (8) new buildings, access and public facilities improvements, parking, pedestrian, bicycle, landscaping improvements, and preservation of the natural area along the Tualatin River. Five existing buildings including the Michael's store, the US Bank and Banner Bank will remain.

See Attachment 1: Nyberg Rivers Master Plan.

An electronic copy of the Master Plan can be accessed at the following link

<http://www.tualatinoregon.gov/planning/mp-13-01-and-cup-13-04-nyberg-rivers-former-kmart-site>

Scope and Criteria for TPARK Review

TPARK will review the proposed Nyberg Rivers Master Plan for compliance with the following chapters of the Tualatin Development Code and Central Urban Renewal District Plan pursuant to its roles to comment to Council on matters pertaining to parks and recreation and coordination of planning activities as defined in the Tualatin Municipal Code, sections 11-2-060 and 11-2-080, and the Tualatin Development Code, Section 2.070.

1. Tualatin Development Code, Chapter 11.650 Pedestrian, Bicycle and Multi-Use Path Modal Plan

The purpose of the Pedestrian, Bicycle and Multi-Use Path Modal Plan is to describe pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades.

See Attachment 2: TDC, Chapter 11.650 with Figure 11-4: Bicycle and Pedestrian Plan attached.

2. Tualatin Development Code, Chapter 72 Natural Resource Protection Overlay District

The purposes of Natural Resource Protection Overlay District are:

- (1) To identify and protect by preservation and conservation the designated significant natural resources and other Natural Areas,
- (2) To provide sufficient area for storm water runoff to reduce flood hazards and enhance water quality,
- (3) To provide public access to scenic and riparian areas, where appropriate, by designating pedestrian and bicycle path locations, and
- (4) To provide specific design standards for development adjacent to, and within, greenways and natural areas in order to preserve and conserve them, and provide mechanisms for the granting of easements or dedications for Greenways, and Natural Areas while allowing reasonable economic development of property adjacent to the greenways and natural areas.

See Attachment 3: TDC, Chapter 72 with attached maps 72-1: Natural Resources Protection Overlay District (NRPO) and Greenway Locations, 72-2: Greenway Development Plan Pedestrian and Bike Path Locations, and 72-3: Significant Natural Resources.

3. Central Urban Renewal District Plan, Goal 6 Pedestrian and Bikeways
Central Urban Renewal District Plan, Goal 9 Parks

The purpose of the Central Urban Renewal District is to strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses.

See Attachment 4: TDC, Chapter 30 Central Urban Renewal Plan, Goals and Objectives of the Urban Renewal Plan

DISCUSSION

The Tualatin River Greenway and a large portion of the Significant Natural Resource (forested area) shown in TDC, Chapter 72: Natural Resource Protection Overlay District is included within the Natural Area noted on the Nyberg Rivers Master Plan Development Plan. The Natural Area as shown is about three times as wide as is required in the TDC. The designated Natural Area is protected by an easement with

Clean Water Services that ensures the preservation and conservation goals of for purposes of the Tualatin River Greenway. As a result of the existing easement, this segment of the Tualatin River Greenway has been protected from development without cost to the City.

For purposes of this proposal, the terms Shared Pathway and Multi-Use Path mean the same thing. CenterCal has proposed providing three Shared Pathway Easements to allow public bicycle and pedestrian access over the pathways to be constructed within the areas covered by the easements. The Shared Pathway Easements are shown on page 10 of the Nyberg Rivers Master Plan, Pedestrian & Bicycle Plan.

The TDC calls for the Tualatin River Greenway path to run across the width of Tualatin on the south side of the Tualatin River from the eastern to western boundaries of Tualatin's urban growth boundary. On the Nyberg Rivers Master Plan the Tualatin River Greenway Multi-Use Path is shown as the northern pathway running east and west from the I-5 bridge over the Tualatin River to Street "A" near Boones Ferry Road.

To serve both the transportation and recreational purposes of the Tualatin River Greenway Multi-Use Path as it crosses this project site - and to facilitate internal and external connectivity and circulation, CenterCal is proposing to route the Tualatin River Greenway Multi-Use Path from east to west across the entire site with a segment of the path located along the Tualatin River and a segment of the path located on the south side of Future Development Area 4 (where the Heron's Land Apartments are located).

In the future, when the Future Development Area 4 redevelops, the Tualatin River Greenway path will split and run along the Tualatin River as part of the larger plan for an off-street Tualatin River Greenway path connection with Tualatin Community Park and other destinations to the west and north.

The Shared Pathway located east of the library (shown as Future Development Area 5-b) will facilitate access to the library and, ultimately, Tualatin Commons, via the planned Seneca Street extension or existing driveway until Seneca Street is extended.

A Shared Pathway is planned to run north-south along I-5 connecting north over the river and south at the primary vehicle access at the Nyberg Street intersection. CenterCal proposes to locate this pathway to run through the center of the project site to increase internal site connectivity and linkages with other pathways and sidewalks. This Shared Pathway would cross Nyberg Street on the west side of the intersection to separate vehicles, pedestrians, and bicyclists from westbound vehicles accessing the site at that intersection.

The Shared Pathway Easements would be in the form of 75-year land leases. All the Shared Pathway Easements are proposed at no cost to the City.

CenterCal proposes funding construction of the Shared Pathways, except for the Tualatin River Greenway path (that runs east-west along the Tualatin River between I-5

and Boones Ferry Road). That Shared Pathway Easement would enable future construction and maintenance of a publically funded Multi-Use Path.

On-street bike lanes are proposed on Nyberg Street between the I-5 bridge and the primary vehicular entrance as an extension of the bike lane that crosses the I-5 bridge.

Staff proposes the following broad questions for the TPARK to consider when reviewing the Nyberg Rivers Master Plan and offering comments to Council.

1. Does the proposal incorporate protection and preservation of the Tualatin River Greenway area as identified in the TDC, Chapter 72 Natural Resource Protection Overlay District? Does the proposal adequately address the forested Significant Natural Resource along the Tualatin River in a manner that benefits the greenway?
2. Does the proposal include provisions for construction of Multi-Use Paths and other pedestrian and bikeway facilities coincident with the development or enable construction in the future as shown and consistent with TDC, Chapter 11.650 and Figure 11-4: Bicycle and Pedestrian Plan?
3. Does the proposal achieve the goals and objectives of the Central Urban Renewal District Plan, Goal 6 Pedestrian and Bikeways and Goal 9 Parks?

NEXT STEPS

1. June 18, 2013
Architectural Review Board Advisory Review of the Nyberg Rivers Master Plan
2. July 22, 2013
Council Public Hearing (CUP-13-04 and Master Plan MP-13-01)

- Attachments:**
1. Nyberg Rivers Master Plan
 2. TDC Chapter 11.650: Pedestrian, Bicycle, and Multi-Use Path Modal Plan
 3. TDC Chapter 72: Natural Resource Protection Overlay District (NRPO)
 4. Goals and Objectives of the Urban Renewal Plan



A CENTERCAL DEVELOPMENT

NYBERG RIVERS MASTER PLAN

TUALATIN, OREGON



PROJECT TEAM / ACKNOWLEDGEMENTS

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www.pacifichabitat.com



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INTRODUCTION

The Nyberg Rivers Master Plan was drafted to provide both physical and aesthetic guidance for the proposed redevelopment of a regionally significant commercial center within the City of Tualatin. This working document creates a framework for the currently proposed Nyberg Rivers development, as well as any future development action that may occur within the Nyberg Rivers center. The framework addresses specific elements that include site access, transportation, utilities, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities. A specific description of each element is provided in this document, as well as a visual representation of the Master Plan element. It should be noted that these elements are not entirely prescriptive, but a solid foundation by which all development activity should address and look to meet the intent of the stated objective.

The derivation of this Master Plan is based on the City of Tualatin Central Urban Renewal Plan, which was originally adopted on January 27, 1975. The Central Urban Renewal Plan has undergone several amendments through the years to arrive at a plan that reflects the City of Tualatin's current vision for the overall urban renewal area, as well as specific blocks and districts within the subarea. The Plan also identifies the necessary processes required for proposed development activity in the urban renewal area.

“Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Such master plan shall contain sufficient information, as determined by the City, to ensure that development meets the objectives of the Plan.”

The Nyberg Rivers Master Plan is located within Blocks 1, 2, 3, 4 and 5, thus triggering the master plan requirements outlined in the Central Urban Renewal Plan. The Plan outlines land uses within the renewal area, which are governed by the Planning District Standards outlined in the Tualatin Development Code. The Planning District Designations applicable to this master plan application include the Central Commercial, Office Commercial, and High Density Residential designations.

City Gateway

The Nyberg Rivers Master Plan represents a comprehensive and collaborative effort to create a vibrant center that provides a seamless extension of the Tualatin City Center. The Nyberg Rivers site is ideally suited as a gateway entry into the City Center, as the property is located directly adjacent to Interstate 5 and is the first parcel visible to westbound vehicle traffic upon leaving the I-5 exit ramp. The Tualatin-Sherwood



ABOVE: The Master Plan area encompasses Tualatin Urban Renewal Plan Blocks 1,2,3,4 and 5.
LEFT: The Nyberg Rivers Master plan is located to the east of the Tualatin Commons and along Interstate-5

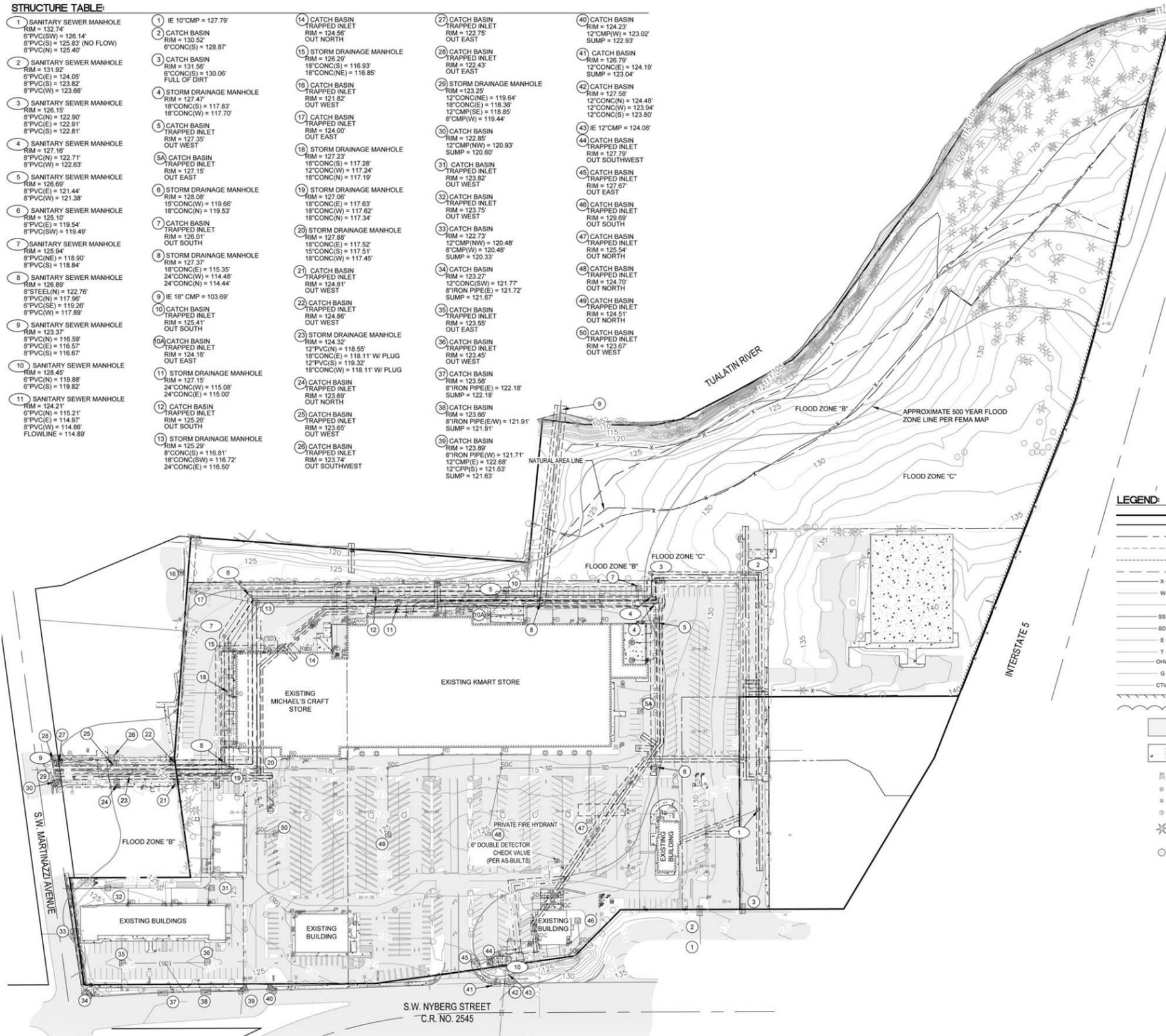
Highway is a heavily traveled corridor drawing traffic from a regional extent. In addition to vehicle traffic, regional and local planning and funding efforts have created a strong network of pedestrian and bicycle paths. These paths provide strong connectivity within the City Center core, as well as regional linkages to the Tualatin River Trail and the Ice Age Tonquin Trail located just west of Tualatin Commons.

The primary commercial tenants will work to attract regional visitors to the City core in an effort to create a more vibrant and alive City Center. The mix of uses will create a sense of place, with a vibrancy present during all hours and days of the week. In addition, this project will provide pedestrian and bicycle amenities and linkages to the regional framework to encourage a more active and healthy option for visitors to the site. This site represents a valuable asset to the Tualatin Community, the Nyberg Rivers Master Plan realizes the critical role that this site plays in establishing the Tualatin City Center as a regional draw for residents, visitors, and businesses.

NYBERG RIVERS MASTER PLAN EXISTING CONDITIONS

STRUCTURE TABLE:

1) SANITARY SEWER MANHOLE RIM = 132.74' 8" PVC(SW) = 126.14' 8" PVC(S) = 123.83' (NO FLOW) 8" PVC(N) = 125.40'	1) IE 10" CMP = 127.79'	14) CATCH BASIN TRAPPED INLET RIM = 120.56' OUT NORTH	27) CATCH BASIN TRAPPED INLET RIM = 122.75' OUT EAST	40) CATCH BASIN RIM = 124.23' 12" CMP(W) = 123.02' SUMP = 122.93'
2) SANITARY SEWER MANHOLE RIM = 131.92' 8" PVC(E) = 124.05' 8" PVC(S) = 123.82' 8" PVC(W) = 123.06'	2) CATCH BASIN RIM = 131.96' 18" CONC(S) = 130.06' FULL OF DIRT	15) STORM DRAINAGE MANHOLE RIM = 126.29' 18" CONC(S) = 116.93' 18" CONC(E) = 116.85'	28) CATCH BASIN TRAPPED INLET RIM = 122.43' OUT EAST	41) CATCH BASIN RIM = 126.79' 12" CONC(E) = 124.19' SUMP = 123.04'
3) SANITARY SEWER MANHOLE RIM = 126.15' 8" PVC(N) = 122.90' 8" PVC(E) = 122.91' 8" PVC(S) = 122.81'	3) CATCH BASIN RIM = 127.47' 18" CONC(S) = 117.83' 18" CONC(W) = 117.70'	16) CATCH BASIN TRAPPED INLET RIM = 121.82' OUT WEST	29) STORM DRAINAGE MANHOLE RIM = 123.25' 12" CONC(N) = 119.64' 18" CONC(E) = 118.30' 12" CMP(SE) = 118.85' 8" CMP(W) = 119.44'	42) CATCH BASIN RIM = 127.58' 12" CONC(N) = 124.48' 12" CONC(W) = 123.94' 12" CONC(S) = 123.80'
4) SANITARY SEWER MANHOLE RIM = 127.16' 8" PVC(N) = 122.71' 8" PVC(W) = 122.63'	4) STORM DRAINAGE MANHOLE RIM = 127.35' OUT EAST	17) CATCH BASIN TRAPPED INLET RIM = 124.00' OUT EAST	30) CATCH BASIN RIM = 122.85' 12" CMP(N) = 120.93' SUMP = 120.60'	43) IE 12" CMP = 124.08'
5) SANITARY SEWER MANHOLE RIM = 126.69' 8" PVC(E) = 121.44' 8" PVC(W) = 121.38'	5A) CATCH BASIN TRAPPED INLET RIM = 127.15' OUT EAST	18) STORM DRAINAGE MANHOLE RIM = 127.23' 18" CONC(S) = 117.28' 12" CONC(W) = 117.24' 18" CONC(N) = 117.19'	31) CATCH BASIN TRAPPED INLET RIM = 123.52' OUT WEST	44) CATCH BASIN TRAPPED INLET RIM = 127.79' OUT SOUTHWEST
6) SANITARY SEWER MANHOLE RIM = 125.17' 8" PVC(E) = 119.54' 8" PVC(SW) = 119.49'	6) STORM DRAINAGE MANHOLE RIM = 128.08' 15" CONC(W) = 119.66' 18" CONC(N) = 119.53'	19) STORM DRAINAGE MANHOLE RIM = 127.05' 18" CONC(E) = 117.63' 18" CONC(W) = 117.62' 18" CONC(N) = 117.34'	32) CATCH BASIN TRAPPED INLET RIM = 123.75' OUT WEST	45) CATCH BASIN TRAPPED INLET RIM = 127.67' OUT EAST
7) SANITARY SEWER MANHOLE RIM = 125.94' 8" PVC(N) = 118.90' 8" PVC(S) = 118.84'	7) CATCH BASIN TRAPPED INLET RIM = 126.01' OUT SOUTH	20) STORM DRAINAGE MANHOLE RIM = 127.88' 18" CONC(E) = 117.52' 15" CONC(S) = 117.51' 18" CONC(W) = 117.45'	33) CATCH BASIN RIM = 122.73' 12" CONC(N) = 121.77' 8" ITRON PIPE(E) = 121.72' SUMP = 121.67'	46) CATCH BASIN TRAPPED INLET RIM = 123.69' OUT SOUTH
8) SANITARY SEWER MANHOLE RIM = 126.89' 8" STEEL(N) = 122.76' 8" PVC(N) = 117.96' 8" PVC(SE) = 119.26' 8" PVC(W) = 117.89'	8) STORM DRAINAGE MANHOLE RIM = 127.37' 18" CONC(S) = 115.35' 24" CONC(W) = 114.48' 24" CONC(N) = 114.44'	21) CATCH BASIN TRAPPED INLET RIM = 124.81' OUT WEST	34) CATCH BASIN RIM = 123.27' 12" CONC(SW) = 121.77' 8" ITRON PIPE(E) = 121.72' SUMP = 121.67'	47) CATCH BASIN TRAPPED INLET RIM = 124.70' OUT NORTH
9) SANITARY SEWER MANHOLE RIM = 123.37' 8" PVC(N) = 116.59' 8" PVC(E) = 116.57' 8" PVC(S) = 116.57'	9) IE 18" CMP = 103.69'	22) CATCH BASIN TRAPPED INLET RIM = 124.86' OUT WEST	35) CATCH BASIN TRAPPED INLET RIM = 123.55' OUT EAST	48) CATCH BASIN TRAPPED INLET RIM = 124.51' OUT NORTH
10) SANITARY SEWER MANHOLE RIM = 128.45' 8" PVC(N) = 119.88' 8" PVC(S) = 119.82'	10A) CATCH BASIN TRAPPED INLET RIM = 124.16' OUT EAST	23) STORM DRAINAGE MANHOLE RIM = 124.32' 12" PVC(N) = 118.55' 18" CONC(E) = 118.11' W/ PLUG 12" PVC(S) = 119.32' 18" CONC(W) = 118.11' W/ PLUG	36) CATCH BASIN TRAPPED INLET RIM = 123.45' 12" PVC(S) = 119.32' 18" CONC(W) = 118.11' W/ PLUG	49) CATCH BASIN TRAPPED INLET RIM = 124.51' OUT NORTH
11) SANITARY SEWER MANHOLE RIM = 124.21' 8" PVC(N) = 115.21' 8" PVC(E) = 114.97' 8" PVC(W) = 114.80' FLOWLINE = 114.89'	11) STORM DRAINAGE MANHOLE RIM = 127.15' 24" CONC(W) = 115.08' 24" CONC(E) = 115.00'	24) CATCH BASIN TRAPPED INLET RIM = 123.69' OUT NORTH	37) CATCH BASIN RIM = 123.58' 8" ITRON PIPE(E) = 122.18' SUMP = 122.18'	50) CATCH BASIN TRAPPED INLET RIM = 123.67' OUT WEST
	12) CATCH BASIN TRAPPED INLET RIM = 125.28' OUT SOUTH	25) CATCH BASIN TRAPPED INLET RIM = 123.65' OUT WEST	38) CATCH BASIN RIM = 123.69' 8" ITRON PIPE(W) = 121.91' SUMP = 121.91'	
	13) STORM DRAINAGE MANHOLE RIM = 125.23' 8" CONC(S) = 116.81' 18" CONC(SW) = 116.72' 24" CONC(E) = 116.50'	26) CATCH BASIN TRAPPED INLET RIM = 123.74' OUT SOUTHWEST	39) CATCH BASIN RIM = 123.69' 8" ITRON PIPE(W) = 121.71' 12" CMP(E) = 122.68' 12" CPP(S) = 121.63' SUMP = 121.63'	



DATUM:
WASHINGTON COUNTY BENCHMARK NO. 922
A 3" BRASS DISK SET IN CONCRETE CURB AT THE SOUTHEAST
CORNER OF THE INTERSECTION OF SW BOONES FERRY ROAD
AND SW TUALATIN ROAD.
ELEVATION = 122.154'

BASIS OF BEARINGS:
ESTABLISHED BY HOLDING MONUMENTS [104] AND [100].
N 89°46'15" E ALONG THE NORTHERLY LINE OF (TITLE
REPORT) PARCEL III AND PARCEL V PER SURVEY NO.
21.181.

LEGEND:

—	EXISTING BOUNDARY LINE	—	SANITARY SEWER CLEANOUT
—	EXISTING RIGHT-OF-WAY LINE	⊙	SANITARY SEWER MANHOLE
—	SECTIONAL LINE	⊞	CATCH BASIN
—	EASEMENT LINE	⊞	STORM DRAIN MANHOLE
—	SETBACK LINE	⊞	ROOF DRAIN
—	BUILDING OVERHANG LINE	⊞	FIRE HYDRANT
X	FENCE LINE, TYPE AS NOTED	⊞	FIRE DEPARTMENT CONNECTION
W	UNDERGROUND WATER LINE	⊞	POST INDICATOR VALVE
—	UNDERGROUND IRRIGATION LINE	⊞	UNDERGROUND WATER VAULT
SS	SANITARY SEWER LINE	⊞	WATER VALVE
SD	STORM DRAINAGE LINE	⊞	WATER METER BOX
E	UNDERGROUND ELECTRICAL LINE	⊞	SPRINKLER VALVE
T	UNDERGROUND TELEPHONE LINE	⊞	GROUND LIGHT
OHW	OVERHEAD WIRE	⊞	STREET LIGHT (COBRA ARM)
G	UNDERGROUND GAS LINE	⊞	SHOEBOX LIGHT (SINGLE)
CTV	UNDERGROUND CABLE TV LINE	⊞	ACORN/GLOBE LIGHT
—	BUILDING FACE	⊞	ELECTRIC METER
—	TREE/VEGETATION LINE	⊞	TRANSFORMER
—	EXISTING ASPHALT SURFACE	⊞	PARKING BUMPER
—	EXISTING CONCRETE SURFACE	⊞	TRAFFIC SIGNAL POLE
⊞	GAS VALVE	⊞	SIGNAL JUNCTION BOX
⊞	GAS METER	⊞	UNKNOWN CLEANOUT
⊞	TELEPHONE RISER	⊞	UNKNOWN MANHOLE
⊞	TELEPHONE MANHOLE	⊞	BOLLARD
⊞	CONIFEROUS TREE	⊞	GATE POST
⊞	DECIDUOUS TREE	⊞	MAILBOX
		⊞	SIGN

EXISTING CONDITIONS

Site Improvements/Development

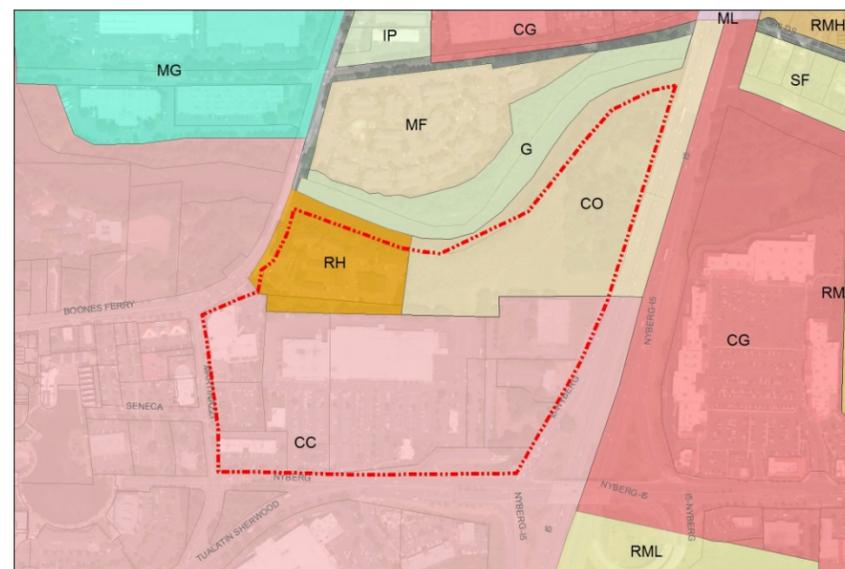
The existing Nyberg Rivers development area is comprised of two multi-tenant retail buildings, a Banner Bank, a US Bank, a Wendy’s restaurant with drive-up, and a central commercial center containing a K-Mart and Michael’s craft store. The overall square footage of buildings located on-site is 161,462 SF, with associated parking fields. Parking stalls and drive aisles are provided throughout the site, with parking lot landscape islands including groundcover, shrubs, and trees. There are no pedestrian or bicycle paths located on-site, aside from the street improvements for the driveway portion in front of the City of Tualatin Library and City Offices. Existing utilities are stubbed to each of the commercial spaces, and stormwater quality is handled in on-site basins before eventually flowing into the Tualatin River.

Urban Renewal Plan

The Central Urban Renewal Plan (identified as “The Plan”) was originally adopted on January 27, 1975 and has undergone several amendments to reflect the City of Tualatin’s current vision for the overall urban renewal area, as well as specific blocks designated within the subarea. An accompanying report to The Plan outlines the goals and objectives, as well as an outline of the project activities undertaken through The Plan. These project activities are public improvements under the following categories:

- > Flood Control—minimizing flood risk within The Plan area
- > Roads and Streets—identifying specific streets and interchanges needing infrastructure improvements and capital funding.
- > Utilities—improvements needed in sanitary sewer, storm sewer, water supply, and electricity systems. Specific project activities are summarized.
- > Parking Facilities—establishment of the Core Area Parking District (CAPD) in 1979, as well as impact fees on new construction to provide for parking lot development within the parking district.
- > Pedestrian Facilities—improvement of pedestrian circulation within the URA through the construction of sidewalks, improvements to the triangular park site, and the development of design guidelines for private pedestrian walkways and street furniture.
- > Civic Facilities—includes pedestrian oriented facilities, major features of Tualatin Commons (water feature and landmark), site acquisition for police facility, library expansion and participating in design discussion for a community building.
- > Transit Facilities—assisting Tri-Met in locating park-and-ride facilities and encouraging private development to integrate transit provisions.

The Plan also outlines land uses within the renewal area, which are governed by the Planning District Standards outlined in the Tualatin Development Code. The Planning District Designations applicable to this master plan application include the Central Commercial, Office Commercial, and High Density Residential designations.



TOP: The Master Plan area encompasses Tualatin Urban Renewal Plan Blocks 1,2,3,4 and 5.
 BOTTOM: The Nyberg Rivers Master plan includes three zoning designations

Land Use /Zoning Designation

Land use within the Central Urban Renewal Area is governed by the Planning District Standards contained in the Tualatin Development Code. As designated in the Urban Renewal Area, the following Planning District designations and their permitted uses are within the Nyberg Rivers Master Plan boundary:

Central Commercial (CC)	Retail, professional and service uses of the kind usually found in downtown areas patronized by pedestrians. This district serves to implement the City's Central Urban Renewal Plan. The District provides areas suitable for civic, social and cultural functions serving the general community. Multi-family dwellings are also appropriate uses in certain blocks within the District.
Office Commercial (CO)	Office development ranging from small buildings with one or two tenants to large complexes housing business headquarters. Development design in this district shall be sensitive to the preservation of significant natural resources and shall provide extensive perimeter landscaping, especially adjacent to residential areas and streets.
High Density Residential (RH)	High density garden apartment and condominiums development. Within the Central Urban Renewal Area uses permitted may be mixed with uses permitted in the Central Commercial Planning District.

Topography

Site topography within the Nyberg Rivers project area is relatively flat within already-developed areas. However, as the site is directly adjacent to the south banks of the Tualatin River, the site generally slopes down from south to north. The highest point located on-site is in the southeastern corner, adjacent to the I-5/Nyberg Street off-ramp.

Environmental

The undeveloped areas abutting the site to the north and east include three general categories of vegetative cover—forested areas west of I-5 and along the south bank of the Tualatin River; a swath of native vegetation enhancements approximately 125-feet wide that begin south of the Tualatin River; and fallow grassland, which lies between existing development and the forested and enhanced areas to the north and east. The forested and enhancement areas are overwhelmingly dominated by upland plant species, although tree and shrub species that prefer moist conditions, such as Oregon ash and western red cedar, are present within the riparian areas along the river.

According to field work and data collection provided by Pacific Habitat Services, the Tualatin River is the only sensitive area on or immediately adjoining the site.

Transportation

Primary vehicle access into the site is provided via SW Nyberg Street, a Major Arterial with direct access to the I-5 interchange located approximately 100-feet to the east from the Nyberg Rivers easternmost boundary. SW Nyberg Street westbound from the I-5 interchange features 3 lanes and an on-street bicycle lane that terminates at SW 75th Avenue. Curb tight sidewalks are also provided along the entire section of SW Nyberg along the property frontage. The primary access into the site is provided at the signalized intersection that serves the shopping center and the adjacent Fred Meyer’s store. There currently is no designated turn lane for westbound vehicles approaches the shopping center. Secondary access is provided via SW 75th Avenue and a driveway located approximately 150-feet from the SW Nyberg Street/SW Martinazzi Avenue intersection.

Secondary access is provided via SW Martinazzi Avenue. Martinazzi Avenue is a Major Arterial with four travel lanes to the north until SW Seneca Street. After the Seneca Street intersection, there is a single travel lane in each direction and a center median turn lane. There are curb tight sidewalks provided along the entire portion of SW Martinazzi that fronts the property. Access from SW Martinazzi Avenue is provided by a small drive aisle located approximately 100-feet from the Martinazzi/Nyberg

intersection, as well as a larger access aisle to serve the shopping center and the City of Tualatin Library and City Offices.

Access to the multi-family residential development located in the northwest corner of the site is provided by a driveway entrance located off Boones Ferry Road, approximately 250-feet from the Martinazzi/Boones Ferry intersection.

According to a transportation impact analysis (TIA) provided by Kittelson and Associates, dated March 2013, all of the study intersections currently operate acceptably during the weekday p.m. and Saturday midday peak hours with the exception of the SW Martinazzi Avenue/SW Sagert Street and SW 65th Avenue/SW Sagert road intersections. These intersections are located south of the project site. Year 2014 background traffic conditions show the same levels of operation with the same intersections failing.

Utilities

Stormwater - The existing on-site stormwater system is comprised of a public storm sewer mainline and multiple private collection laterals feeding into that public line. The public line is encompassed within a 15 foot public easement running east-west, just north of the existing retail buildings and then heading south to serve the property in the southeast corner. Stormwater falling on the site is currently captured in sumped, trapped catch basins and conveyed through a series of private storm sewer lines the public storm mains currently onsite. The public lines collect in one 24” main that flows north outfalls into the Tualatin River through an 18” outfall.

Sanitary Sewer - The existing on-site sanitary sewer system is comprised of a public line that serves the main portion of the site and private laterals connecting to the existing buildings. This public sanitary sewer line and the 15 foot easement runs nearly parallel with the public stormwater line, behind the existing retail building and then heads straight south once past the existing buildings. An existing grease interceptor serves the K-Mart building, but no other grease interceptors have been located onsite.

Water - The existing on-site water system is almost entirely made up of public water line with a 15’ public easement. The current system is looped around the existing retail buildings to the north and also serves the property in the southeast corner. Fire hydrants are located sporadically around the existing site to serve the existing buildings. The fire flow test conducted on 3/18/13 yielded the following results: Static – 70PSI, Residual 66 PSI, Flow – 949 GPM, Pressure 20 GPM

NYBERG RIVERS MASTER PLAN
DEVELOPMENT PLAN

PROJECT SUMMARY

MASTER PLAN AREA:	38.72 ACRES
FUTURE DEVELOPMENT AREAS: (by others)	6.81 ACRES
PRIMARY DEVELOPMENT AREA:	
GROSS AREA:	31.91 ACRES
NATURAL AREA:	6.00 ACRES
NET AREA:	25.91 ACRES
REQUIRED LANDSCAPE AREA:	15% / 4.78 ACRES
LANDSCAPE AREA PROPOSED:	9.03 ACRES
FLOOR AREA RATIO:	0.214
TOTAL PERMISSIBLE BUILDING AREA:	307,000 SF

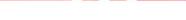
BUILDING	AREA
BLDG 1005	30,000 SF
BLDG 1010	21,750 SF
BLDG 1030	2,900 SF
BLDG 1040	110,000 SF
BLDG A	12,500 SF
BLDG B	5,850 SF
BLDG C	3,950 SF
BLDG D	32,459 SF
BLDG E	3,285 SF
BLDG F	5,500 SF
BLDG G-100	6,200 SF
BLDG H-100	4,679 SF
BLDG J-100	5,734 SF
BLDG M-100	8,000 SF
BLDG N-100	45,000 SF
TOTAL:	297,807 SF

ADDITIONAL POTENTIAL BUILDING AREA: 9,193 SF

TOTAL PROVIDED STALLS:	1,299 stalls
PARKING RATIO:	4.36/1,000 SF
PARKING STALL DIMENSIONS:	STANDARD 9-ft X 19-ft COMPACT 7.7-ft X 16-ft

Notes:
 1) "Site Area" includes only the areas of Tualatin Urban Renewal Blocks that are subject of this development proposal. Other phases of the Master Plan may be developed by others.
 (2) Required Landscaping based on Gross Site Area
 (3) Building areas listed in table may differ from actual footprint size to allow for interior walls and architectural elements.

LEGEND

-  Future Development Areas
-  Existing Buildings
-  New Buildings
-  Natural Area
-  Master Plan Boundary
-  Primary Development Area



DEVELOPMENT PLAN

The Nyberg Rivers Master Plan is conceptualized as a multi-tenant shopping center redevelopment project. The development plan depicted in this section illustrates the build-out plan for the project. The development plan encompasses blocks 1, 2, 3, 4, and 5 of the City of Tualatin Urban Renewal Plan including the existing shopping center, open space areas, city buildings and an existing multi-family community.

This master plan and the Development Plan herein, is focused on the areas designated as the Primary Development Area, whereas, the residual areas are designated as Future Development Area(s). The Primary Development Area is controlled by CenterCal Properties (the developer) and detailed project planning has occurred on these portions of the master plan. The Future Development Area(s) are anticipated to be pursued and completed by other parties. The Development Plan focuses project statistics and planning on the Primary Development Area.

Proposed Uses

The Primary Development Area will be redeveloped to support traditional shopping center related uses. These land uses include, but are not limited to, retail, restaurant, banks, health clubs, and service uses. General Office and Medical Office land uses may also be included within the shopping center. Drive-through service windows will be retained for Buildings A, B, C, and E. Building F-100 is a relation of an existing restaurant with drive-through use. A new drive-through service window will be constructed as part of H-100.

Buildings

The Primary Development Area will be redeveloped by retaining some existing buildings and constructing other new buildings, parking areas, and site amenities. The Primary Development Area will retain the existing buildings for the western portions of the site. This includes buildings A, B, C, D, and E. The eastern portions of the project will include new construction of buildings F-100, G-100, H-100, J-100, M-100, N-100, 1005, 1010, 1030, and 1040. F-100 is relocating an existing drive through restaurant use. Building D will include façade improvements to architecturally match and complement the new buildings in the center.

The Master Plan allows up to 307,000 sf of building area within the Primary Development Area. The building areas are listed on the Project Summary table of the Development Plan. The Development Plan identifies 9,193 sf of additional potential building area that can be applied as minor additions and/or adjustments to the building footprints at the time of site plan review (Architectural Review).

Parking

The Primary Development Area will be redeveloped to retain much of the existing parking in the western portions of the project. Some of the western parking fields will be enhanced to improve site appearance, pedestrian and vehicular circulation, parking capacity, and overall efficiency. Specifically, the existing parking areas to the west and south of Building D and to the south of Building B will be enhanced.

The residual areas of the Primary Development Area will be developed with new parking fields. New and enhanced parking areas will be constructed to comply with current code standards in terms of dimensional standards, layout, landscaping, circulation, and pedestrian facilities.

Vehicle Use Areas

The Master Plan illustrates the vehicle use areas including access, circulation, and parking. The Primary Development Area will be redeveloped with a combination of existing and new vehicular access points; five primary access points will occur from Nyberg Street, Seneca Street and a new Street "A". Secondary access points will be retained along Martinazzi Avenue. Overall, the project is designed to be integrated with the surrounding transportation network and abutting uses. Additional detail is illustrated in the Transportation Plan and Pedestrian and Bicycle Plan sections of the Master Plan.

Pedestrian Areas

The Master Plan includes an abundance of pedestrian areas that provide safe and convenient linkages to all project buildings, surrounding roadways, and adjacent sites. The sidewalks located along the primary storefronts of Buildings D, 1005, 1010, 1030, and 1040 will create a premium pedestrian experience. This pedestrian area is designed as an extension of the downtown core and will function as a primary shopping street completed with wide sidewalks, outdoor seating, landscape planters, and other pedestrian amenities. This area provides the ability to extend the existing Art Walk to the east.

Sidewalks are provided along all primary building facades and provide generous widths to facilitate circulation. Designated pedestrian pathways are designed across the parking fields to provide linkages to the adjoining roadway and all buildings within the development. These pathways are lined with landscaping that will provide pedestrian protection and shade. Additional detail is illustrated Pedestrian and Bicycle Plan sections of the Master Plan.

Public Gathering Areas

The Master Plan includes public gathering through-out the Primary Development Area. Gathering areas are designed as outside plazas/patios with seating. The shopping street in front of Buildings D, 1005, 1010, 1030, and 1040 includes ample width to support outside dining, seating, and areas for occasional events and displays (e.g. art, sales, and performances). Building N-100 includes a wide sidewalk along the full façade to allow seating and occasional events and displays. Buildings F-100 and H-100 include plaza/patio space for outside dining. Building 1030 includes a rear plaza/patio to allow for outside dining and seating.

Open Space Areas

The Master Plan includes multiple open space areas that serve different functions including conservation, landscaping and public use. The Primary Development Area includes a six-acre natural area along the Tualatin River. This natural area will be retained as open space while supporting a shared pathway easement to link the site to the City's regional trail system. The natural area will continue to be managed as a vegetative restoration area and will provide passive access to the Tualatin River.

The Primary Development Area includes a linear open space area along its northern boundary and adjacent to Future Development Area 4. This open space area will be landscaped and support a shared pathway easement. Another linear open space areas is located along the western Primary Development Area boundary and adjacent to Future Development Area 5-b (Tualatin Library). This linear open space area includes tree preservation, new landscaping, and a shared pathway easement. The Primary Development Area includes an abundance of landscape areas along the building foundations, site boundaries, and parking fields.

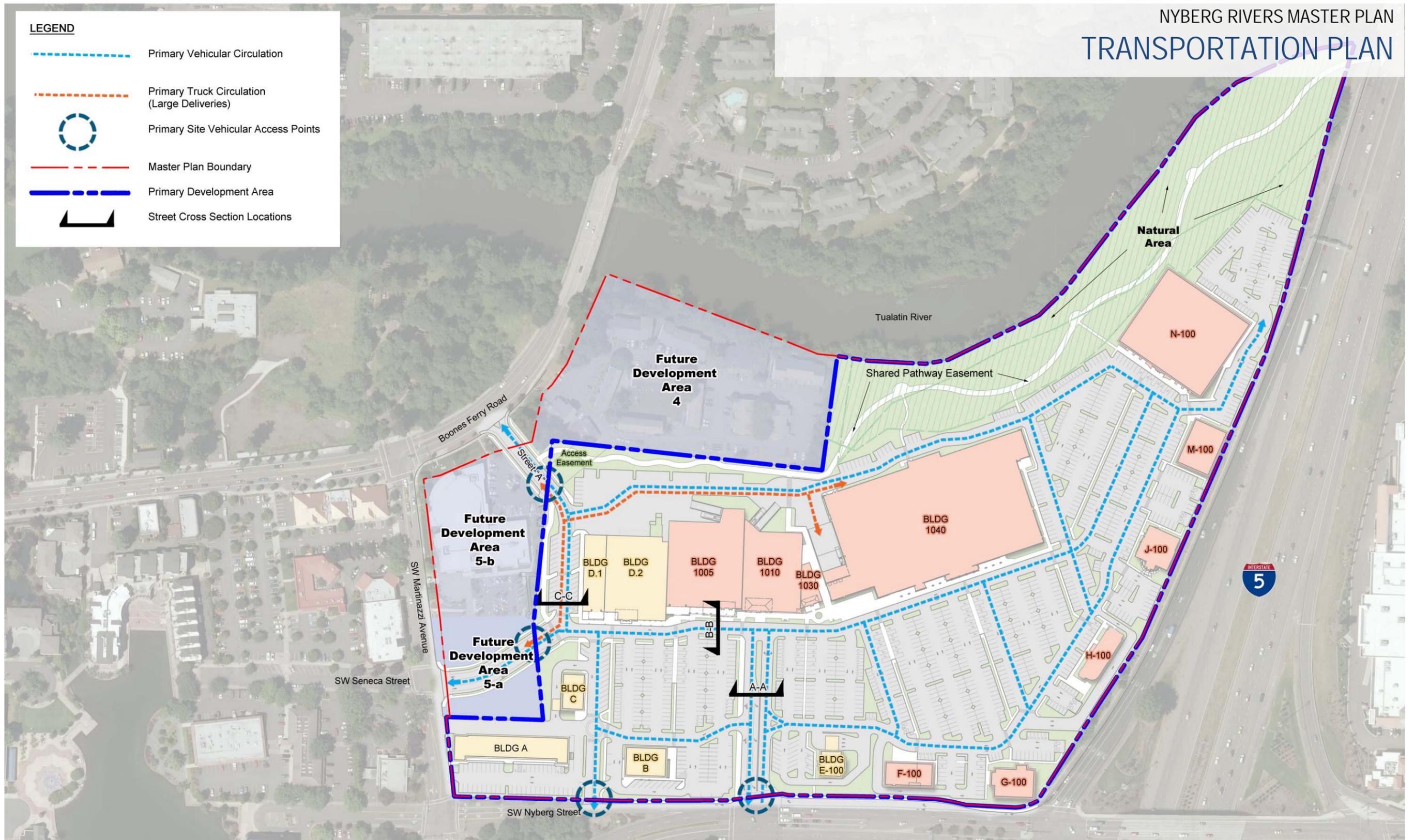


TOP: The Nyberg Rivers retail buildings will strengthen Tualatin's shopping district.

NYBERG RIVERS MASTER PLAN TRANSPORTATION PLAN

LEGEND

- Primary Vehicular Circulation
- Primary Truck Circulation (Large Deliveries)
- Primary Site Vehicular Access Points
- Master Plan Boundary
- Primary Development Area
- Street Cross Section Locations



TRANSPORTATION CIRCULATION PLAN

The Nyberg Rivers Master Plan is designed to be integrated into Tualatin’s transportation network. The Plan is also designed to respond to the City’s long-range transportation plans. The Transportation Circulation Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focuses most detail on the Primary Development Area.

Surrounding Transportation Network

The Nyberg Rivers Master Plan abuts Nyberg Street to the south, Martinazzi Avenue to the West and Boones Ferry Road to the North. Nyberg Street is designated as a Major Arterial for the eastern portions of the site and is designated as a Minor Collector for the western portions at the roadway split to Tualatin-Sherwood Road. Martinazzi Avenue is designation as a Minor Arterial and Boones Ferry Road is a Major Arterial. Seneca Street is designated as a Collector, is currently off-set at its intersection with Martinazzi Avenue and is planned for future alignment by the Transportation System Plan.

Site Access

The Master Plan will be developed with four primary access points; two from Nyberg Street, one from Seneca Street and one from Boone Ferry Road by way of new Street “A”. Secondary access points will be maintained and/or occur from along Martinazzi Avenue and Boones Ferry Road (Future Development Area 4).

Site Circulation

The Master Plan is designed to function efficiently with on-site circulation. The Transportation Plan illustrates the primary vehicular and truck circulation routes for the Primary Development Area of the Master Plan.

The primary vehicular circulation routes are planned within the site to allow for safe, efficient, and attractive movement. First, the Plan anticipates an extension of Seneca Street from the Tualatin Commons and extending into the project site. Second, Street “A” is a new roadway connection from Boones Ferry Road into the site. Street “A” along the western side of Building D. Together, the Seneca Street connection and Street “A” provide a vital internal circulation connection and act as an extension of the downtown roadway pattern.

The most dominate route into the plan area is a north-south divided drive from Nyberg Street that terminates at the main storefronts. The east-west drive along the storefronts is generously-wide and connects to Seneca Street and to Street “A”. The east-west drive terminates at the eastern portions of the project. A second east-west drive provides additional site circulation to the southern buildings. A second north-south drive provides a connection

between less intense portions of Nyberg Street and the east-west storefront drive. Several other north-south routes provide efficient site circulation. Finally, the Primary Development Area allows for full vehicular access around Buildings D, 1005, 1010, 1030 and 1040.

Primary truck circulation for the Primary Development Area is planned to occur from Martinazzi and Boones Ferry Road by way of Seneca Street and new Street “A”. Large truck deliveries are planned to occur at loading docks within the east-west drive north of Buildings D, 1005, 1010, 1030, and 1040. The other buildings are planned to receive smaller truck delivers that can be accessible via any of the adjoining driveways.

Future Access

The Master Plan is designed to allow for future access to other prospective redevelopment areas. The Master Plan includes an access easement from Street “A” to serve Future Development Area 4. If this area is redeveloped, a local roadway connection can occur at this location to allow for internal, cross access to all uses within the Master Plan area. Future Development Areas 5-a and 5-b can occur from a future Seneca Street extension from Martinazzi Avenue into the project.

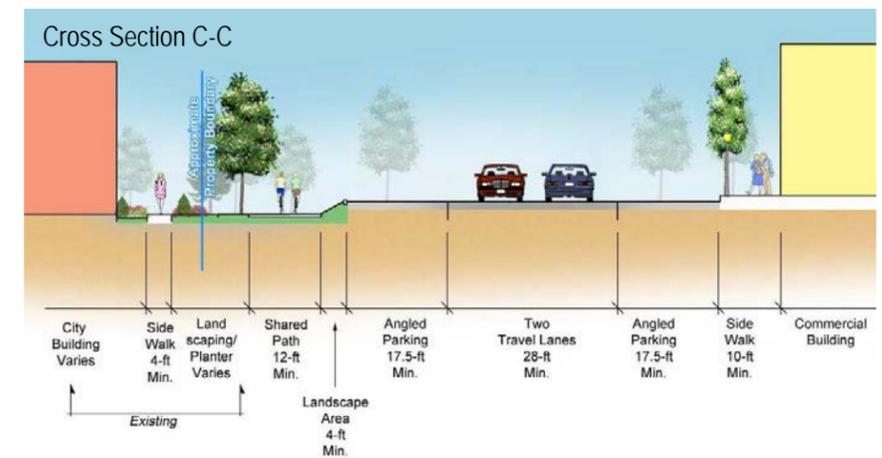
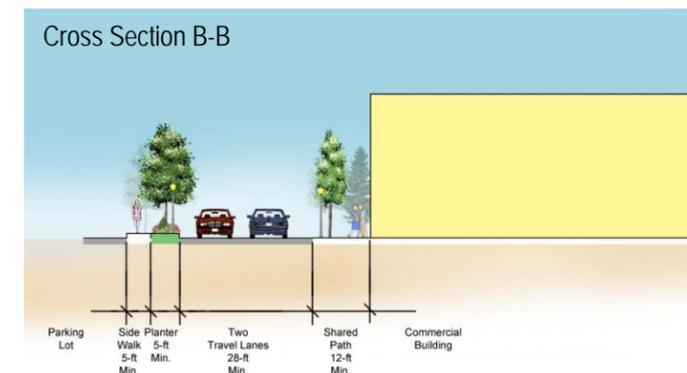
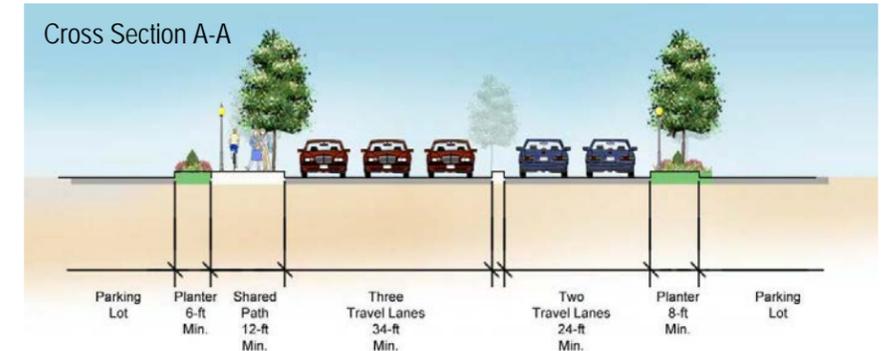
Transportation System Plan Conformance

The Master Plan responds to and conforms to the February 2013 City of Tualatin Transportation System Plan (TSP) in terms of access, roadway extensions, and linkages. Nyberg Street and Boones Ferry Road are Major Arterials, access to the Primary Development Areas is limited to shared access drives that serve the entire Master Plan area. Martinazzi Avenue is a Minor Arterial; access to this roadway is by way of Seneca Street into the site. Boones Ferry Road is a Major Arterial and new access is limited to a new local roadway, Street “A”. This configuration allows internal connections to various areas of the Master Plan without the need for a new driveway cut for each particular use.

The TSP delineates two future minor collector connections across the Master Plan Area. Seneca Street provides for the east-west connection as identified on the TSP. Street “A” provides for a portion of the north-south TSP connection. The residual future connection is accommodated with the east-west drive along Building B, 1005, 1010, and 1030. The drive is design to resemble a City roadway with street trees and sidewalks. The north-south divided drive extending to Nyberg Street completes the TSP delineated connection. To strengthen this connection, no parking stalls are provided directly on the east-west storefront drive or the north-south divided drive.

Street Cross Sections

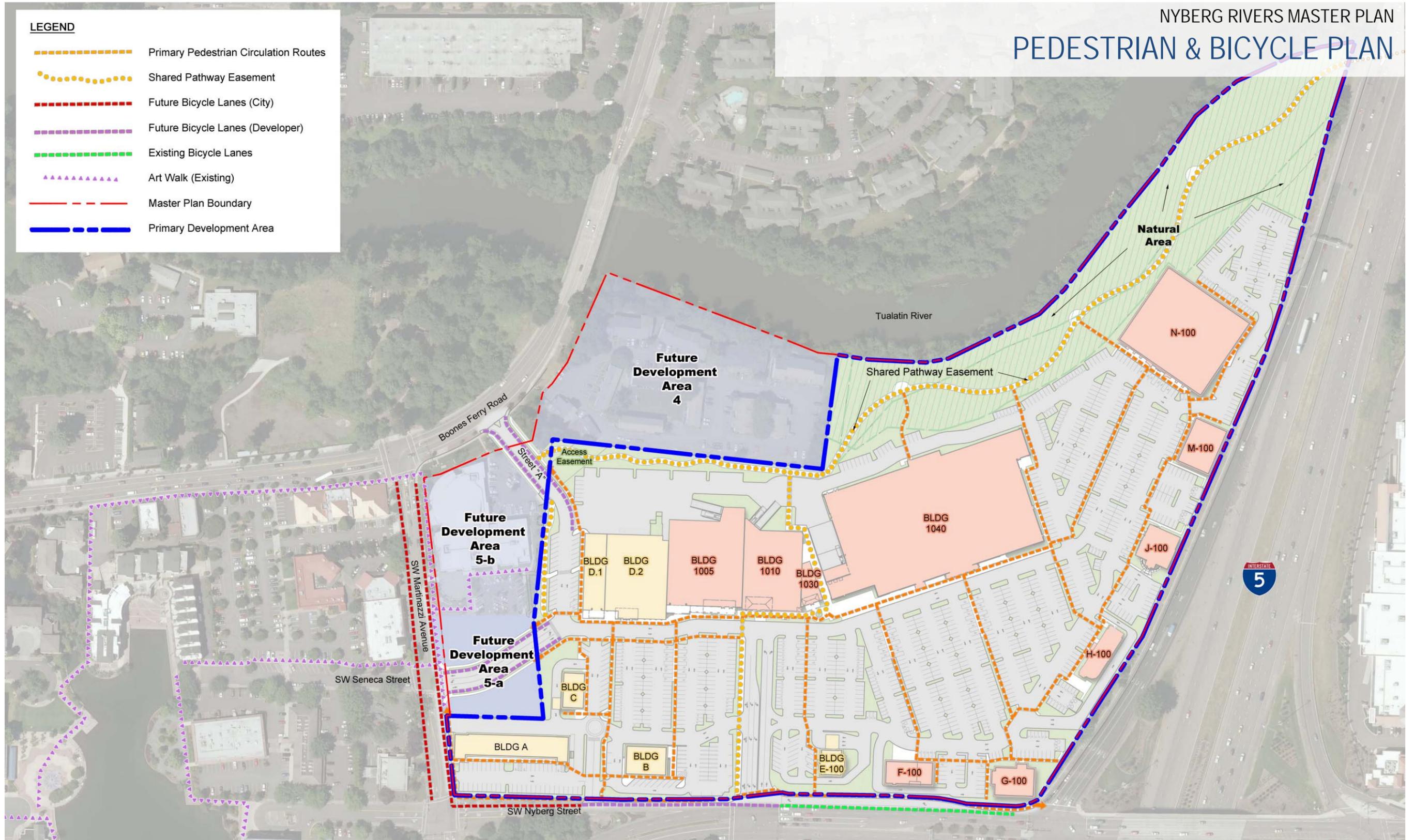
Conceptual street cross sections have been planned for key locations within the Primary Development Area of the Master Plan to achieve vital connections and to achieve a high-quality pedestrian experience. Specifically, the main north-south divided drive (Section A-A), the east-west storefront drive (Section B-B), the areas of Street “A” that transitions into a drive (Section C-C) are principal roadways that have underground detailed design consideration. The Transportation Plan illustrates the locations of these cross sections. The following cross sections illustrate the general design for these linkages.



NYBERG RIVERS MASTER PLAN
PEDESTRIAN & BICYCLE PLAN

LEGEND

-  Primary Pedestrian Circulation Routes
-  Shared Pathway Easement
-  Future Bicycle Lanes (City)
-  Future Bicycle Lanes (Developer)
-  Existing Bicycle Lanes
-  Art Walk (Existing)
-  Master Plan Boundary
-  Primary Development Area



PEDESTRIAN AND BICYCLE PLAN

The Nyberg Rivers Master Plan is designed to be integrated into the Tualatin pedestrian and trail network. The Plan is also designed to respond to the City’s long-range transportation plans. The Pedestrian and Bicycle Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focus most detail on the Primary Development Area.

Surrounding Pedestrian / Bicycle Network

The Master Plan area is located amongst a well-equipped pedestrian fabric. All adjacent roadways have sidewalks. The larger Tualatin Commons area of the downtown area is characterized as a high-quality, pedestrian district.

Nyberg Street has existing bicycle lanes along most of the southern project boundary. The remaining areas are planned for future bicycle facilities. Boones Ferry Road has bicycle lanes for the portions directly around project site. Martinazzi Avenue is planned for future bicycle lanes.

There is a planned multi-use pathway is delineated along the Tualatin River. Other trails are located nearby to the west. Tualatin Commons includes pathways around the town lake. The City has established the Art Walk, a self-guided tour of Tualatin’s diverse public art, natural and cultural history. The Art Walk extends around the town lake, along Martinazzi and terminates at the library (located in Future Development Area 5-b)

Site Access

The Master Plan is designed to provide multiple areas for pedestrian and bicycle access. Bicycles can access the site via any of the driveway connections. The Seneca Street extension and Street “A” are planned with bicycle facilities. The east-west connection in front of the storefronts is planned to create a comfortable environment for bicyclists. A north-south shared pathway is planned along the divided access drive.

The Master Plan is designed with designated pedestrian pathways and sidewalks to access the site. Three north-south pedestrian accessways are provided from Nyberg Street. These accessways are designed as protected and landscaped sidewalks across the parking fields and connecting directly to the primary storefronts. The central-most north-south pedestrian connection that bisects the site provides a pedestrian/bicycle connection from Nyberg Street to the Tualatin River shared pathway easement. Sidewalks are provided alongside Street “A” from Boones Ferry Road and along the Seneca Street extension from Martinazzi Avenue.

Site Circulation

The Master Plan is designed with safe, attractive and efficient pedestrian circulation. Along with the sidewalks planned along the roadway facilities, the Primary Development Area includes separate, designated pedestrian pathways that interconnect all buildings and land uses. Sidewalks are planned along all primary building facades. Individual buildings are interconnected with pedestrian pathways that traverse parking fields to protect pedestrians and create a comfortable walking experience. Additionally, sidewalks are planned to connect to buildings and to the Future Development Area(s).

The sidewalks located along the primary storefronts of Buildings D, 1005, 1010, 1030, and 1040 will create an enhanced pedestrian experience. This pedestrian area is designed as an extension of the downtown core and will include wide sidewalks, outdoor seating, landscape planters, and other pedestrian amenities.

Shared Pathway Easement

The Master Plan includes three Shared Pathways Easement locations to accommodate future multi-use pathways. A Shared Pathway Easement is planned within the natural Area immediately adjacent to the Tualatin River and continuing to the west. A second Shared Pathway Easement is designated in the open space areas between the Primary Development Area and Future Development Area 5-a (existing library). This shared pathway easement provides a north-south connection between Seneca Street and Boones Ferry Road. A third shared pathway easement, running north-south, is provided alongside the divided entry drive from Nyberg Street. This north-south connection continues between Buildings 1030 and 1040. The Shared Pathway Easements are planned to accommodate a 12-ft wide paved pathway with 2 feet of clearance on both sides.

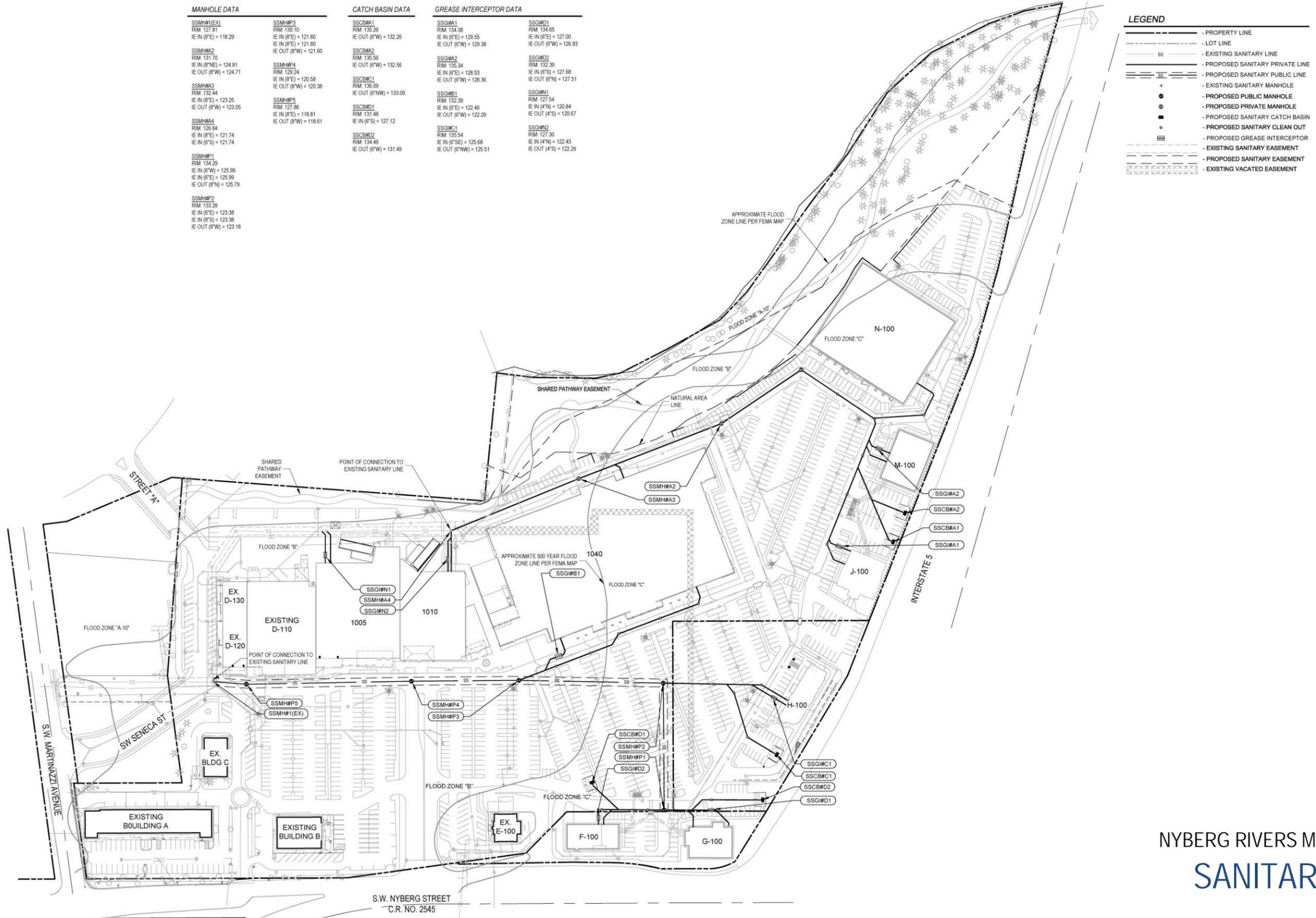
Transportation System Plan Conformance

The Master Plan responds to and conforms to the February 2013 City of Tualatin Transportation System Plan (TSP) with regards to pedestrian and bicycle facilities. The TSP delineates two future minor collector connections across the Master Plan Area. The planned Seneca Street extension provides for the east-west connection as identified on the TSP. Street “A” provides for a portion of the north-south TSP connection. The residual future connection is accommodated with the east-west connection along Building B, 1005, 1010, and 1030 and the north-south divided entry drive. The TSP calls for this connection to contain pedestrian and bicycle facilities, the Primary Development Area of the Master Plan complies with these planning policies through the provisions of shared facilities, shared pathway easements, and storefront sidewalks.

The TSP delineates a multi-use pathway along the Tualatin River. The Primary Development Area of the Master Plan includes a shared pathway easement within the natural area along the river. This connection is continued with a shared pathway connection just south of the Future Development Area 5.



TOP: All Nyberg Rivers retail buildings will be interconnected with sidewalks and pedestrian accessways.



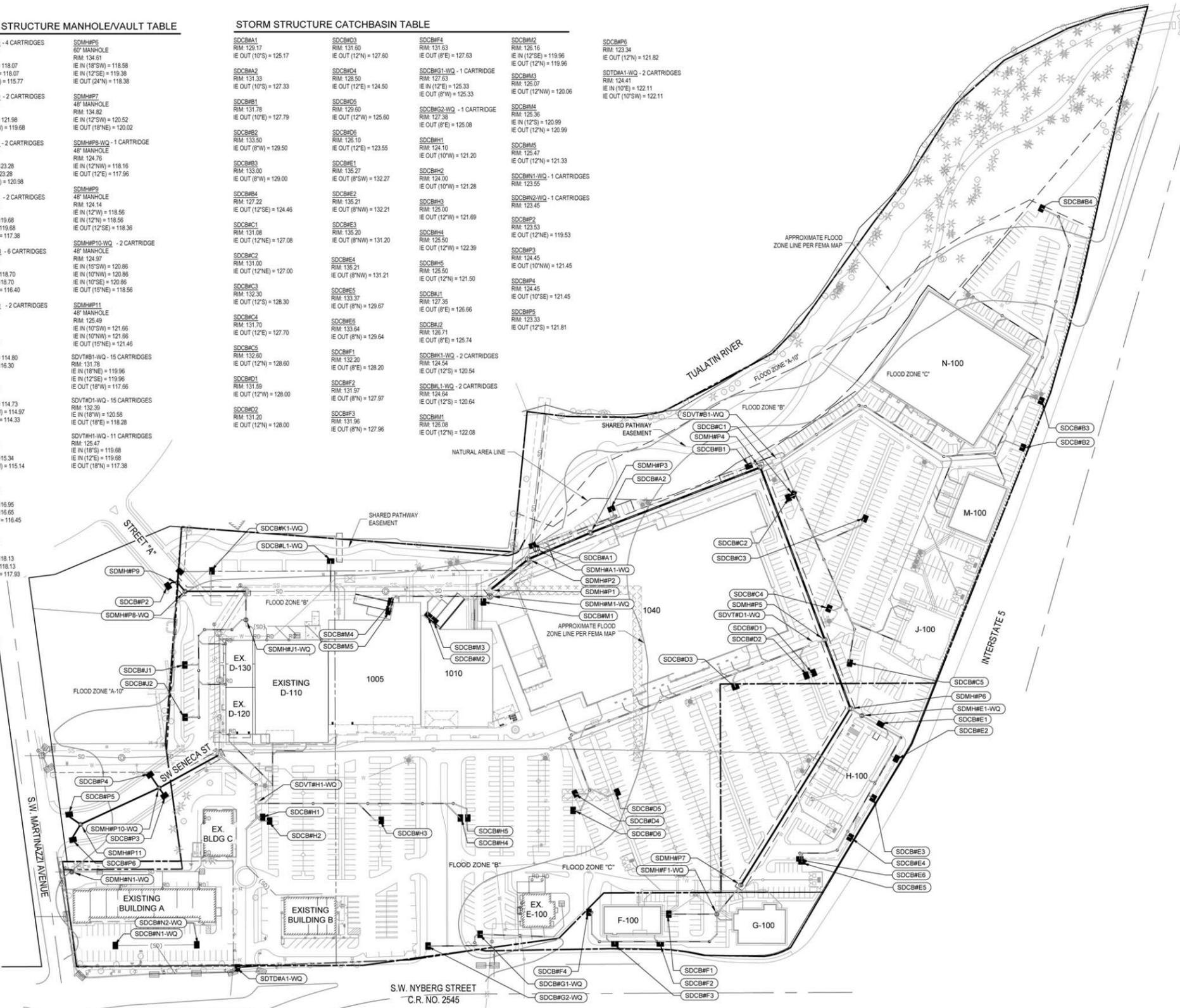
NYBERG RIVERS MASTER PLAN
SANITARY PLAN

STORM STRUCTURE MANHOLE/VAULT TABLE

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STORM STRUCTURE CATCHBASIN TABLE

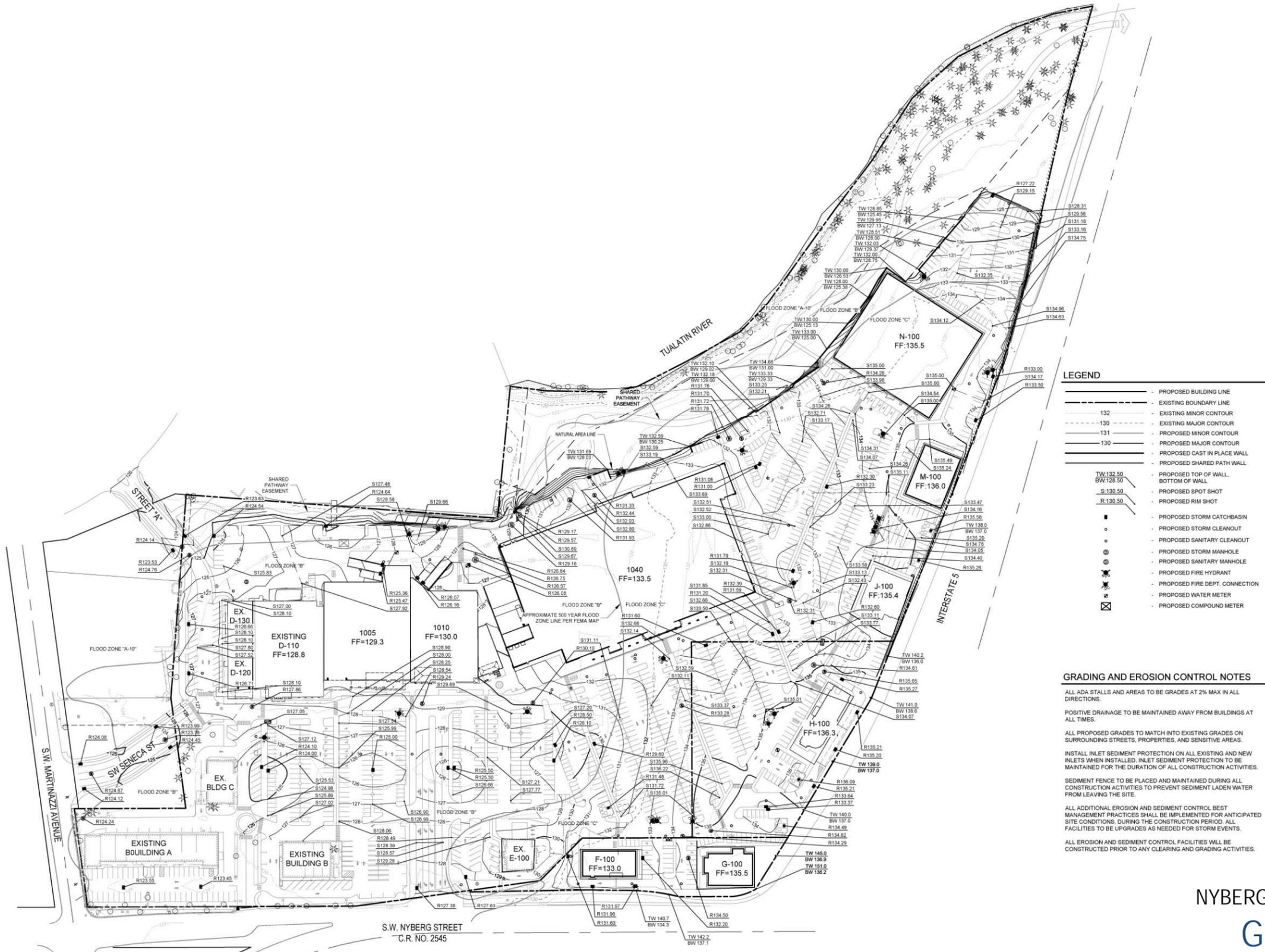
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LEGEND

- - - - - PROPERTY LINE
- - - - - LOT LINE
- - - - - EXISTING STORM LINE
- - - - - PROPOSED STORM PRIVATE LINE
- - - - - PROPOSED STORM PUBLIC LINE
- EXISTING STORM MANHOLE
- PROPOSED STORM MANHOLE
- EXISTING STORM CATCH BASIN
- PROPOSED STORM CATCH BASIN
- PROPOSED STORM CLEAN OUT
- - - - - EXISTING STORM EASEMENT
- - - - - PROPOSED STORM EASEMENT
- XXXXX EXISTING VACATED EASEMENT

NYBERG RIVERS MASTER PLAN
STORMWATER PLAN



- LEGEND**
- PROPOSED BUILDING LINE
 - - - EXISTING BOUNDARY LINE
 - 132 - - - EXISTING MINOR CONTOUR
 - 130 - - - EXISTING MAJOR CONTOUR
 - 131 - - - PROPOSED MINOR CONTOUR
 - 130 - - - PROPOSED MAJOR CONTOUR
 - PROPOSED CAST IN PLACE WALL
 - PROPOSED SHARED PATH WALL
 - TW 132.50
BW 128.50
S 130.50
R 130.50
 - PROPOSED TOP OF WALL, BOTTOM OF WALL
 - PROPOSED SPOT SHOT
 - PROPOSED RIM SHOT
 - PROPOSED STORM CATCHBASIN
 - PROPOSED STORM CLEANOUT
 - PROPOSED SANITARY CLEANOUT
 - ⊙ PROPOSED STORM MANHOLE
 - ⊙ PROPOSED SANITARY MANHOLE
 - ⊙ PROPOSED FIRE HYDRANT
 - ⊙ PROPOSED FIRE DEPT. CONNECTION
 - ⊙ PROPOSED WATER METER
 - ⊙ PROPOSED COMPOUND METER

GRADING AND EROSION CONTROL NOTES

ALL ADA STALLS AND AREAS TO BE GRADES AT 2% MAX IN ALL DIRECTIONS.

POSITIVE DRAINAGE TO BE MAINTAINED AWAY FROM BUILDINGS AT ALL TIMES.

ALL PROPOSED GRADES TO MATCH INTO EXISTING GRADES ON SURROUNDING STREETS, PROPERTIES, AND SENSITIVE AREAS.

INSTALL INLET SEDIMENT PROTECTION ON ALL EXISTING AND NEW INLETS WHEN INSTALLED. INLET SEDIMENT PROTECTION TO BE MAINTAINED FOR THE DURATION OF ALL CONSTRUCTION ACTIVITIES.

SEDIMENT FENCE TO BE PLACED AND MAINTAINED DURING ALL CONSTRUCTION ACTIVITIES TO PREVENT SEDIMENT LADEN WATER FROM LEAVING THE SITE.

ALL ADDITIONAL EROSION AND SEDIMENT CONTROL BEST MANAGEMENT PRACTICES SHALL BE IMPLEMENTED FOR ANTICIPATED SITE CONDITIONS DURING THE CONSTRUCTION PERIOD. ALL FACILITIES TO BE UPGRADES AS NEEDED FOR STORM EVENTS.

ALL EROSION AND SEDIMENT CONTROL FACILITIES WILL BE CONSTRUCTED PRIOR TO ANY CLEARING AND GRADING ACTIVITIES.

NYBERG RIVERS MASTER PLAN
GRADING PLAN

CONCEPTUAL UTILITY PLANS

The Nyberg Rivers Master Plan is conceptually designed for utilities. The Utilities Plan of this document provides planning for Blocks 1, 2, 3, 4, and 5 of the Urban Renewal Area but focuses detail on the Primary Development Area.

Water Facilities

All proposed and existing buildings will be served by the proposed water system. The proposed water system onsite will extend a portion of the public water line with a 10 foot easement to serve the proposed buildings F-100, G-100, and H-100. At the property line the 8" public water line will change to an 8" private water line (proposed double check valve assembly to differentiate the private and public). This private portion of the water line will extend around the site to provide service to proposed buildings J-100, M-100, N-100, 1040, 1010, and 1005. A combined compound meter/double-check detector assembly is proposed to be installed at one end of the private loop with a double-check detector assembly proposed at the other public connection. Fire hydrants and FDC's have been placed around the proposed buildings for fire protection. All new buildings have been proposed as with fire sprinkler systems. A Water Plan is enclosed with this application for proposed layouts.

Sanitary Sewer Facilities

All sanitary sewers will be conveyed through an on-site sanitary sewer system. The proposed sanitary sewer system will reroute a portion of the public sewer line with a 15 foot easement to ensure sanitary service to the property in the southeast corner of the site and the acquired ODOT land (Proposed Building F-100, G-100, and H-100). A proposed main private sanitary line that serves proposed buildings J-100, M-100, N-100, 1005, 1010, and 1040 will run north of the proposed buildings and connect into the existing public sanitary sewer line. Grease interceptors will be located prior to the public sanitary sewer line connection for any proposed restaurant or building tenant requiring grease interceptors. Sanitary sewer service will also be extended to the covered trash enclosures onsite. A Sanitary Plan is enclosed with this application for proposed layouts.

Stormwater Facilities

The proposed project includes the construction of public and private storm sewer lines. All on-site surface water will be captured, conveyed and treated through an on-site stormwater system before discharged into the public system. Public storm lines have been designed for Street "A" and SW Seneca Street extension with treatment from Contech stormfilter structures. Additionally, a public storm line with a 15-foot easement has been proposed behind the proposed retail buildings (1005, 1010, and 1040). The public line then runs south to serve the property in the southeast corner of the site and the acquired ODOT land (Proposed buildings F-100 and G-100). A private storm line will be extended to the north for connections to proposed buildings J-100, M-100, and N-100. The storm service for existing buildings "A", "B", and "C" will remain in place, but will be retrofit with Contech stormfilter structures to treat the existing impervious area.

The remainder of the site will be captured in sumped catch basins and conveyed to Contech stormfilter structures. Sumped catch basins and Contech stormfilter structures are an approved pretreatment and treatment device per the City of Tualatin and Clean Water Services. A Storm Drainage Plan and Drainage Report are enclosed with this application for proposed layouts and more information.

Grading Plan

The Primary Development Area will be graded to achieve relatively flat redevelopment site (between 1-4% slope in paved areas). This will require a wall along the southeast corner of the site. Cut and fill at this location will occur to result in a development site that is lower than the adjacent Interstate off ramp. The site will slope gradually to the north towards the Tualatin River. A second set of walls will constructed alongside but outside of the natural areas to insure no disturbance in the natural area. This stair-stepped approach to site grade will accomplish two goals; (1) avoid any grading within the natural area, and (2) minimize the height of any single wall.

LEGEND

TUALATIN RIVER PLANTINGS:

- Oregon White Oak
- Western Dogwood
- Douglas Fir
- Western Red Cedar
- Oregon Grape
- Nootka Rose
- Manzanita
- Sedges & Rushes

CENTRAL OREGON PLANTINGS:

- River Birch
- Thornless Honeylocust
- Toba Hawthorne
- Bristlecone Pine
- Alpine Fir
- Serviceberry
- Rabbitbush
- Big Sage
- Mountain Mahogany
- Potentilla
- Pioneer Juniper

COAST RANGE PLANTINGS:

- Shore Juniper
- Shore Pine
- Madrone
- Burr Oak
- Beach Rose
- Pacific Wax Myrtle
- Salal & Bunchberry
- American Dunegrass



Frontage Ecosystem Cross-Section



NYBERG RIVERS MASTER PLAN
LANDSCAPE THEMING PLAN

LANDSCAPE PLAN

The Primary Development Area of the Master Plan will provide complete landscape coverage for its frontages, open space areas, building foundations, and parking areas. The Primary Development Area exceeds the minimum code standards for 15 percent landscape coverage by over three acres.

Perimeter Landscaping

Roadway frontages will follow a native Oregon landscape theme that represents three of the State’s ecosystems; Tualatin Valley, Central Oregon, and Coastal Range. These themes will be strengthened with a defined planting palette and architectural features.

Open Space Areas

Each open space area will be heavily landscaped to create a comfortable and aesthetically-pleasing environment. The conservation area will be retained with its existing plant material and recognized as a valuable buffer to the Tualatin River. The other open spaces areas will include shade trees and shrubs to create a passive outdoor area. The tri-angled open space area south of Building 1040 will be improved as a dry-creek bed with complementing plantings and sculptural elements.

Foundation / Building Landscaping

Building foundations will be planted with landscape material to complement the architectural style and soften building appearance within the overall Master Plan. Areas with predominate storefronts, multiple entryways, covered arcades, and/or outdoor seating areas provide landscaping between the drive aisle and the pedestrian pathways to achieve a well vegetative urban environment. This is provided as an alternative to providing landscaping directly along the foundation.

Parking Lot Landscaping

Parking areas have been planned to exceed the code standard by providing an average of one landscape island with tree for every grouping of eight parking stalls. Parking area landscaping islands include an average of one shade tree, shrubs and ground cover.

Plant / Species List

The Primary Development Area of the Master Plan will be landscaped from the following plant list in order to achieve a complementary, holistic appearance.

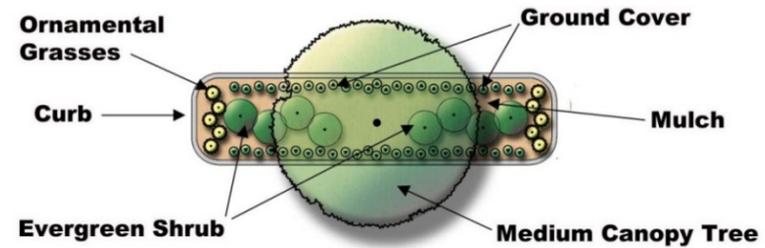
Nyberg Rivers Plant / Species List		
Trees	Alpine Fir Beach Plum Bristlecone Pine Burr Oak Coast Live Oak Douglas Fir Madrone Oregon White Oak River Birch	Serviceberry Shore Juniper Shore Pine Thornless Honeylocust Toba Hawthorne Western Dogwood Western Red Cedar
Shrubs	Beach Rose Big Sage Manzanita Mountain Mahogany Nootka Rose Oregon Grape Pacific Wax Myrtle Potentilla Rabbitbush	
Ground Cover	American Dunegrass Bunchberry Pioneer Juniper Salal Sedges and Rushes	
<p>Note: The aforementioned plant/species list is intended to establish the prominent plant varieties that will be used to landscape the Primary Development Area of the Nyberg Rivers Master Plan. This list does not exclude additional plant varieties from being incorporated into the design scheme.</p>		



Parking areas and access connectors with Nyberg Rivers will be landscaped and include canopy trees.

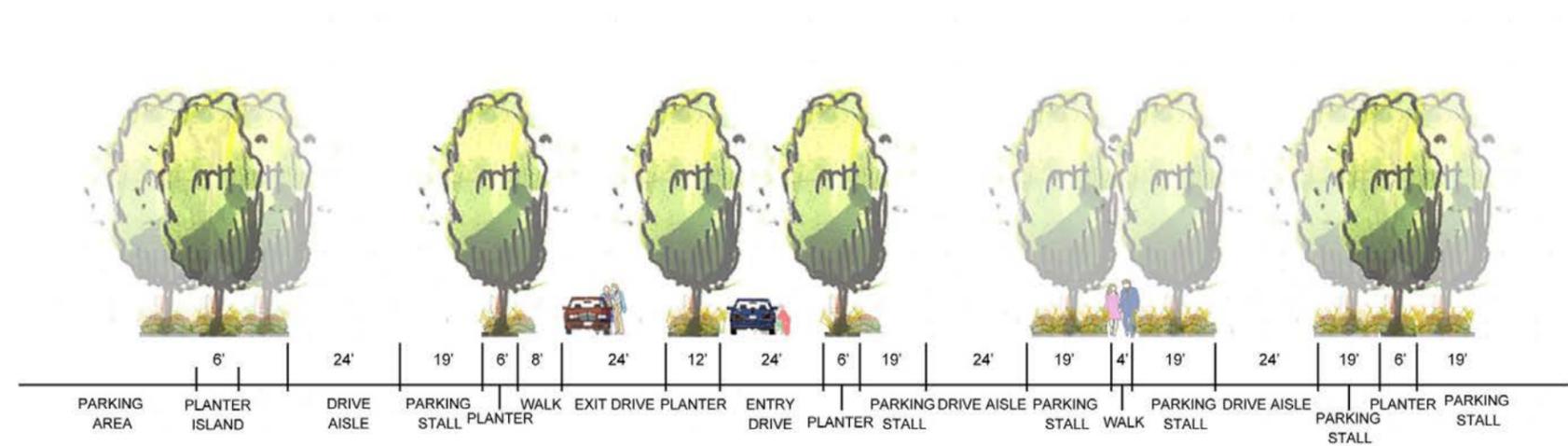
Typical Landscape Designs / Plans

The Primary Development Area of the Master Plan will be landscaped as part of each development phase but will following a consistent theme and project character. The following figures illustrate the typical landscape designs for the project.



Typical planting plan for full size landscape islands in parking fields

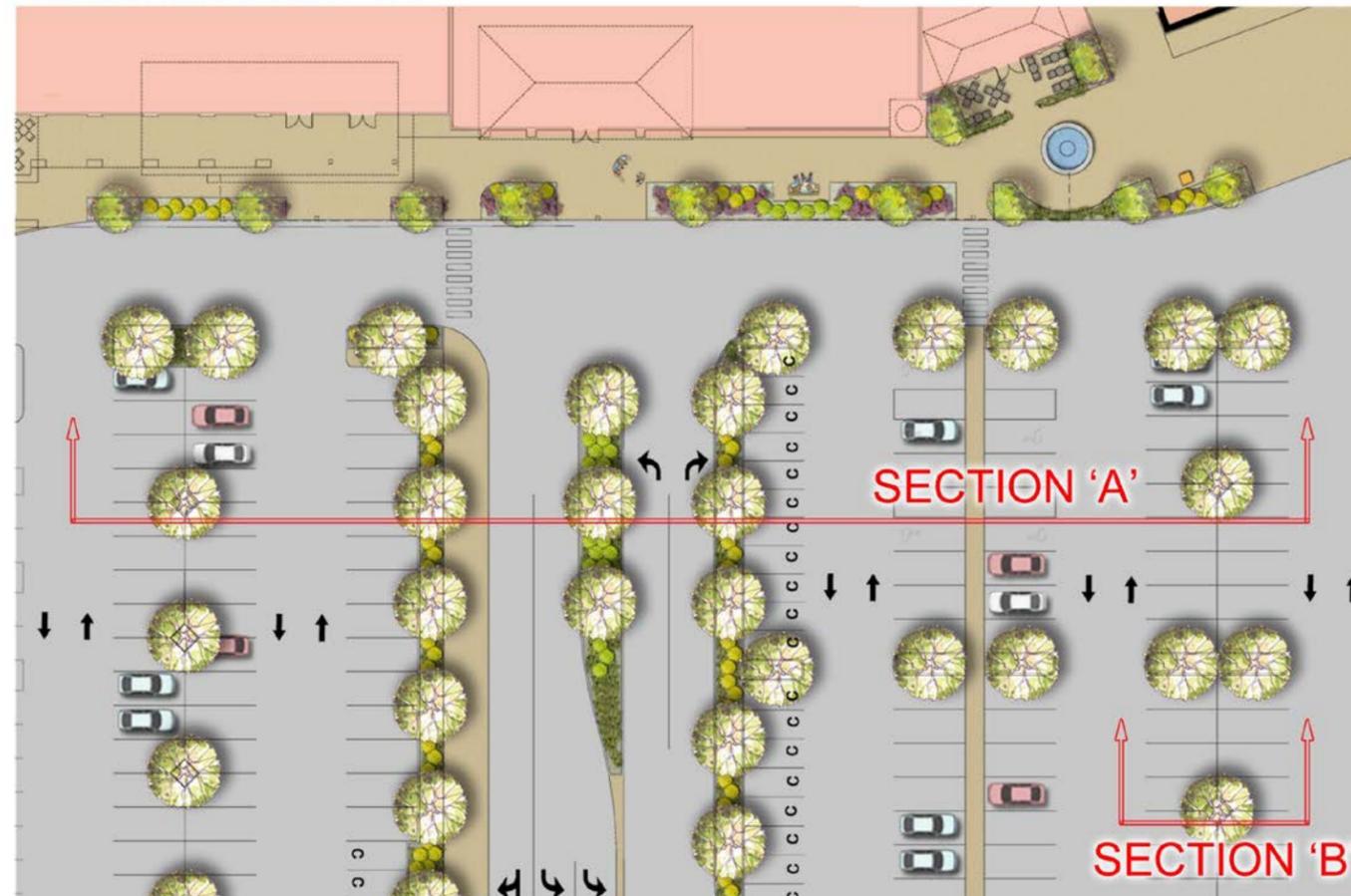
SECTION 'A'



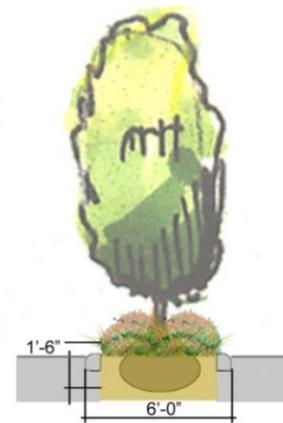
Section A illustrates the typical design for parking fields

ENLARGEMENT 'A'

Enlargement 'A' provided a typical design scheme for the pedestrian areas and parking fields central to the development



SECTION 'B'



Section B illustrates the typical design for parking landscape diamonds

ENLARGEMENT 'B'



TOP: Open space areas may include sculptural elements to reinforce the overall project theme.
BOTTOM: Landscape themes will represent a native Oregon ecosystem.



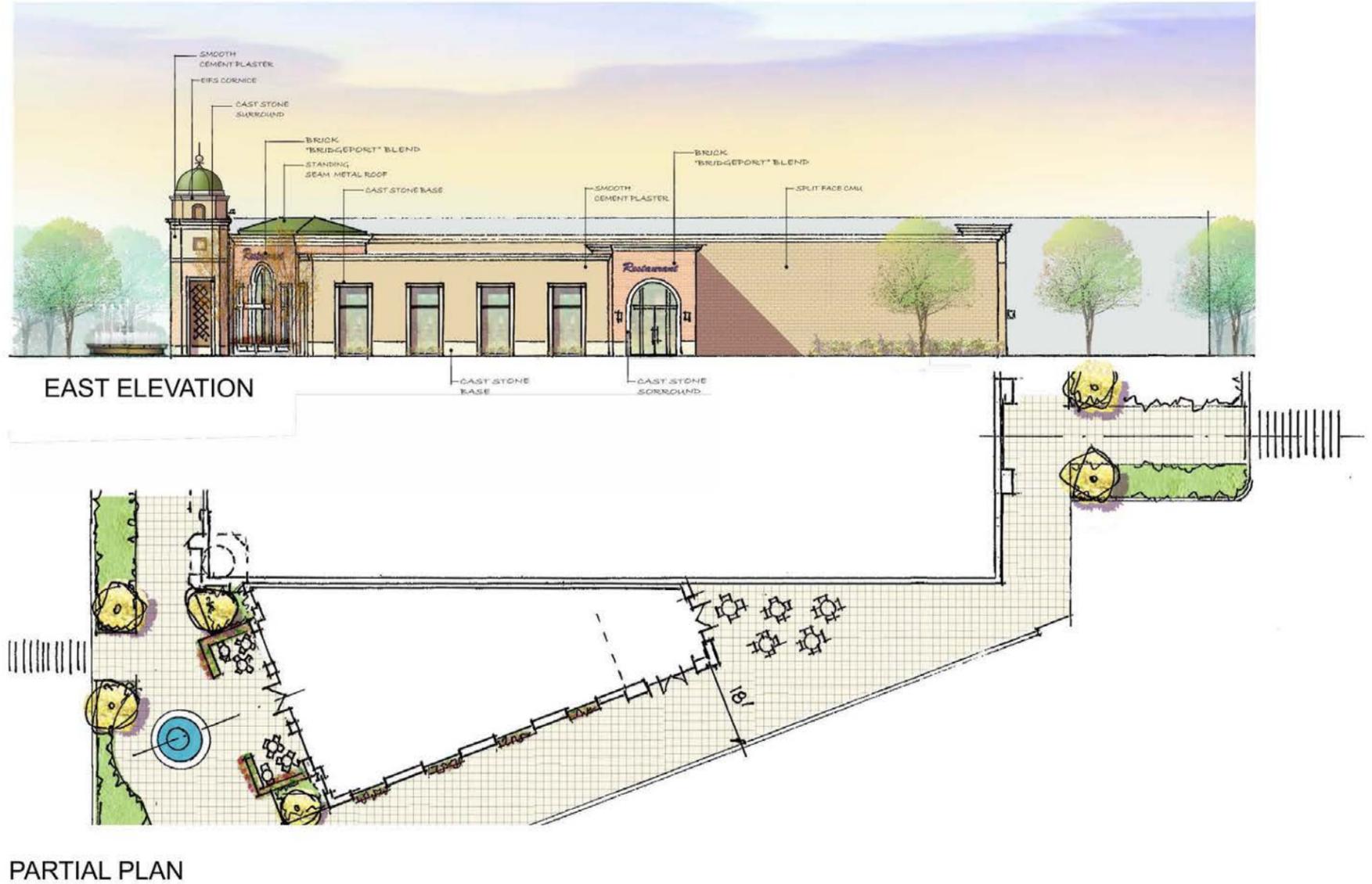
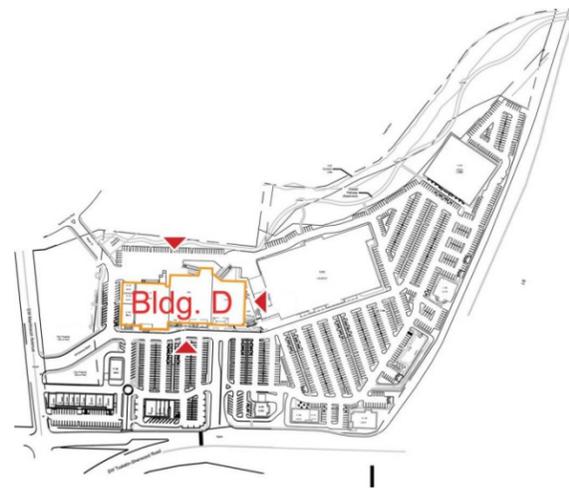
Enlargement 'B' provided conceptual design for a dry creek feature south of Building E-100 and portions along Nyberg Street

BUILDING DESIGN

The Nyberg Rivers master plan area will include a variety of architectural styles and eclectic mix of building styles with the intention of creating a distinct and fascinating development. The intent of the master plan is to provide preliminary designs for the existing and proposed buildings within the master plan area. The designs showcased here are intended to showcase the design approach for the site.

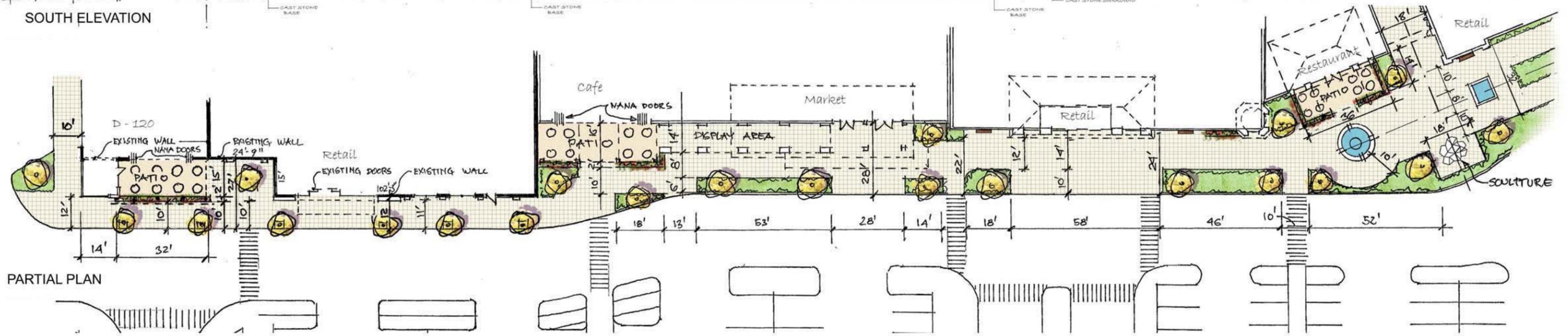
Multi-tenant building facades are articulated and incorporate various design elements to differentiate individual tenants. Awnings, pedestrian respite areas and landscaping assist with creating an inviting and attractive street frontage.

Standalone building pads in the master plan area have been designed with visual interest and architectural relief for each of the building facades. Each building is designed to encourage pedestrian connectivity throughout the master plan area. The mix of design elements, building materials coupled with landscaping provide for attractive buildings that contribute to the aesthetics of the development.





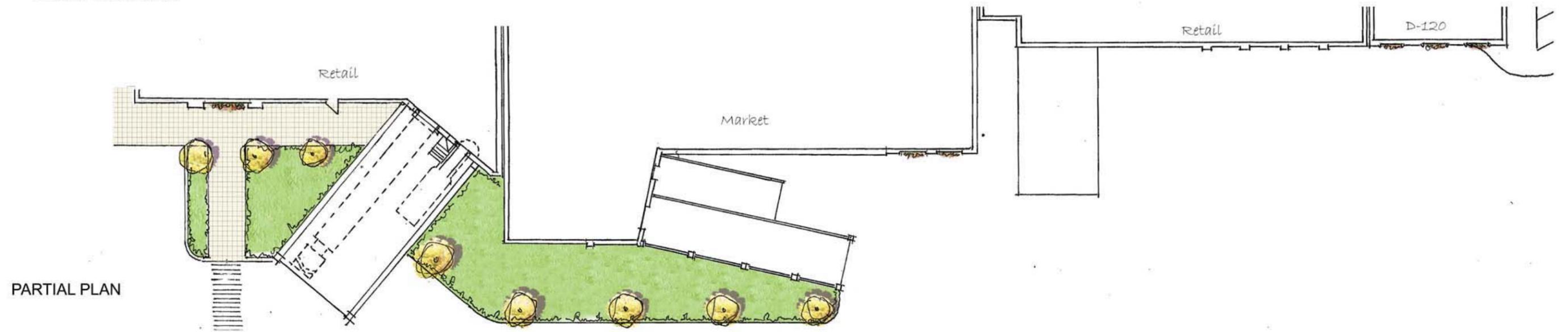
SOUTH ELEVATION



PARTIAL PLAN



NORTH ELEVATION



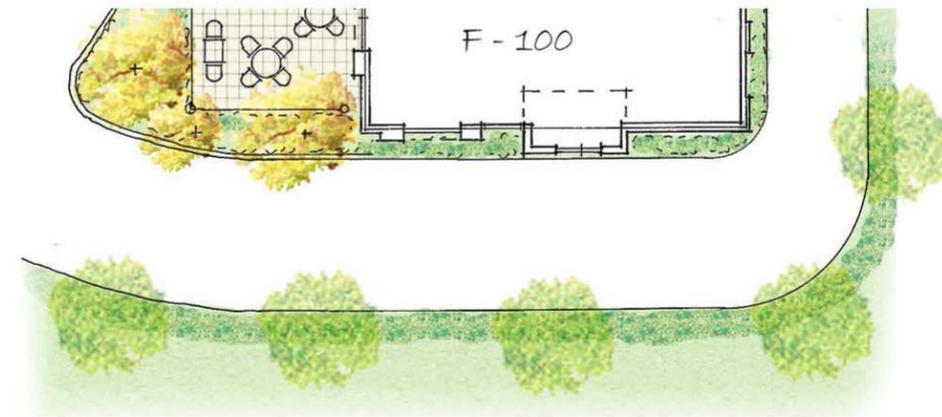
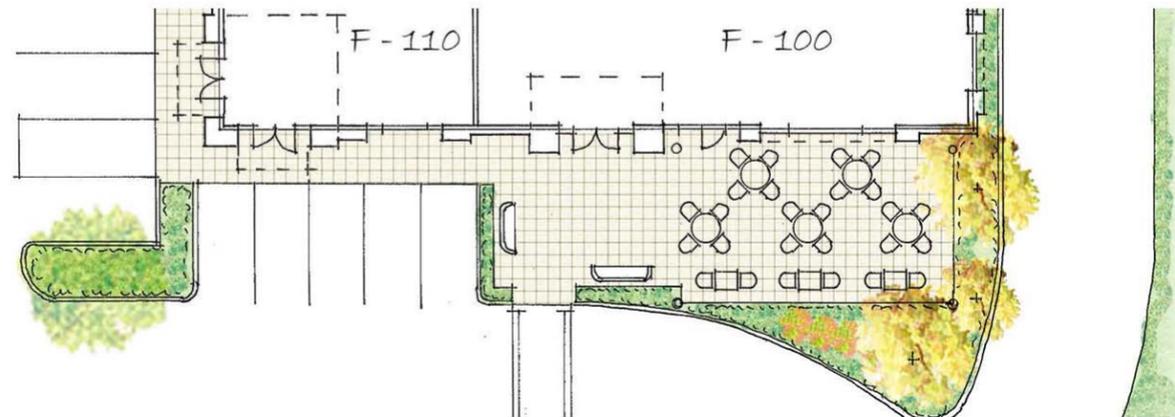
PARTIAL PLAN



1F - NORTH ELEVATION



2F - WEST ELEVATION

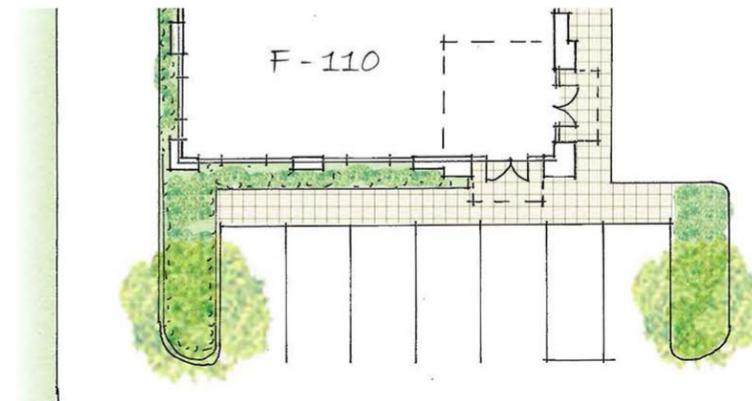
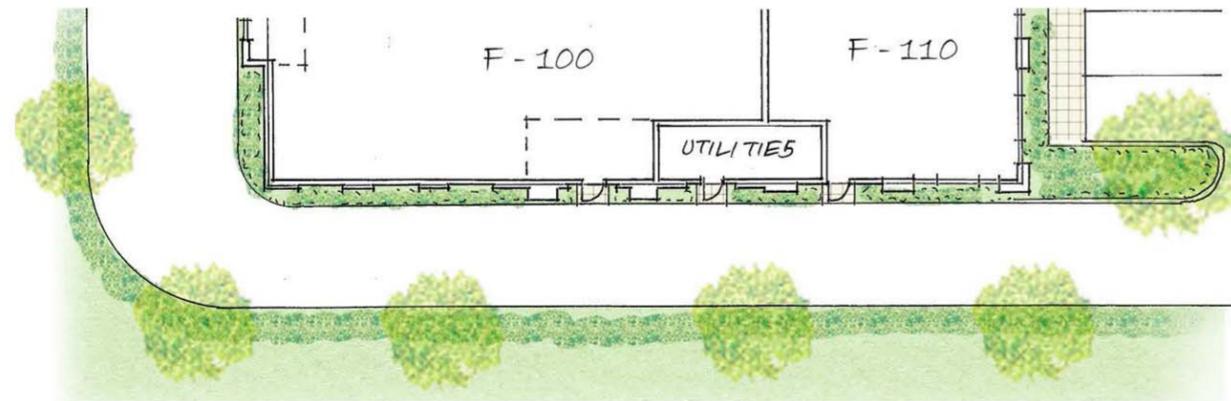


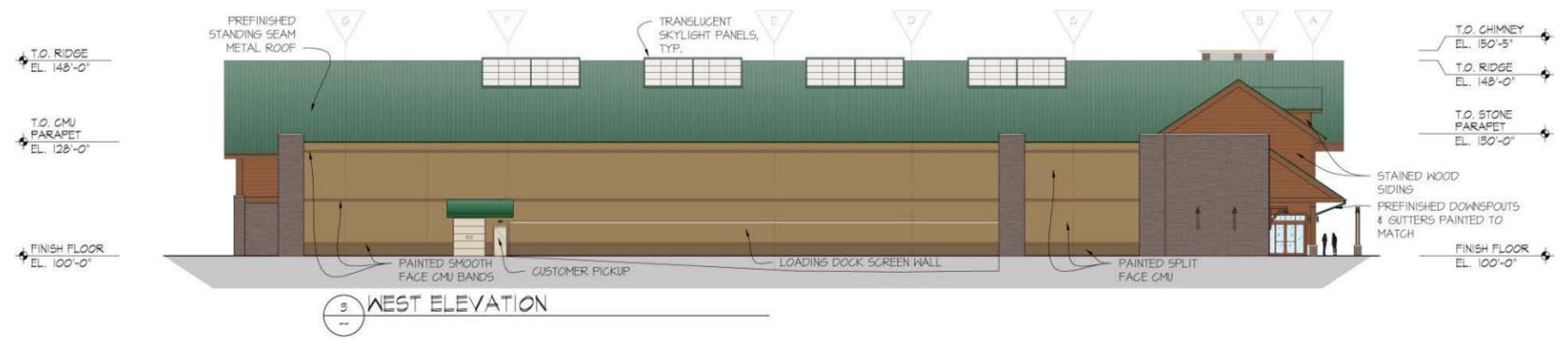


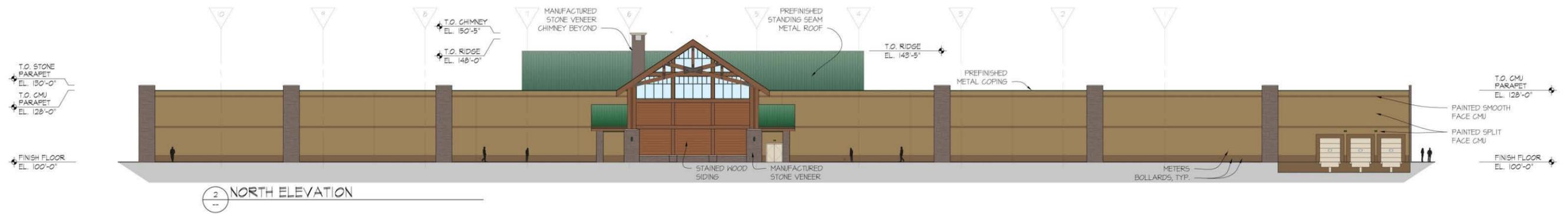
3F - SOUTH ELEVATION



4F - EAST ELEVATION

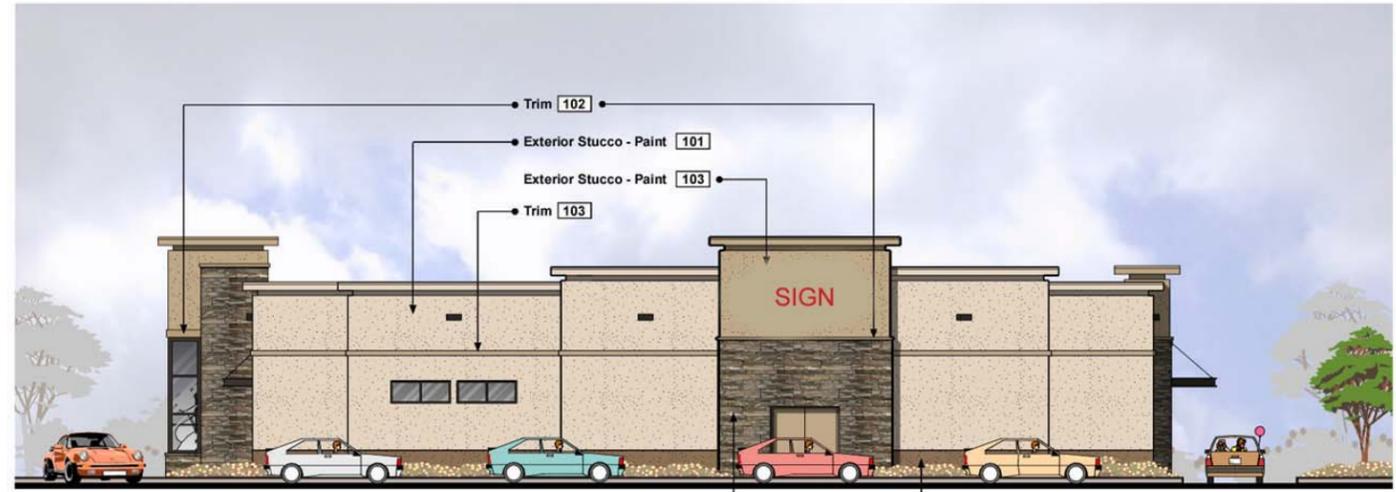








NORTHEAST ELEVATION



SOUTHEAST ELEVATION



SOUTHWEST ELEVATION



NORTHWEST ELEVATION

DEVELOPMENT STANDARDS

The following table lists the development standards that are unique to the Nyberg Rivers Master Plan. These standards are summarized below as started in the Urban Renewal Plan, Zoning Districts, and Community Design Standards.

Development Standards Overview Land Uses

Development Standards	
Lot Dimensions	
Minimum Lot Area	25,000 sf OR 0 sf for Residential Uses in the CG District
Minimum Lot Width	40-ft
Minimum Average Lot Width	None
Setbacks	
Front	0-ft
Side	5-ft
Rear	5-ft
Corner	0-ft
Parking and Vehicular Circulation	5-ft
Height	
Maximum Height	60-ft
Parking	
Standard Stall Dimensions	9-ft X 18.5-ft
Compact Stalls Dimensions	7.7-ft X 15-ft
Drive Aisle Width	12-ft (one-way) 24-ft (two-way)
Landscaping	
Minimum Landscape Area	15 percent total development site
Foundation Planting	5-ft wide beds OR May be provided along nearby curbs
Parking Landscaping	
Parking Island Quantity	25-ft per stall
Minimum Island Width	5-ft
Minimum Tree Ratio	1 per 4 stalls
Density	
Maximum	25-dwelling units per acre (RH District)

MASTER PLAN PROCEDURES

Master Plan

As stated in the City of Tualatin’s Central Urban Renewal Plan, “Prior to approval of applications for development projects within Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, and 33, applicants will be required to submit and gain City approval of a master plan governing development within the Block(s). Master plans for Blocks 1, 2, 3, 4, 5, 13, 25, 26, 27, 31, 32, 33, as well as subsequent modifications to those plans, must be approved by the City Council at a public hearing. The public hearing shall be called and conducted in the manner provided for in Section 1.031 of the Tualatin Development Code. In approving a master plan, the City Council may attach conditions that it finds necessary to achieve the objectives of the Urban Renewal Plan.”

Master plan approval and any proposed amendments to the plan must be submitted to the City Community Development Department as a master plan application. The project plans and enclosed project narrative must address the following reports and code provisions as they apply to the scope of work:

- > Applicable Central Urban Renewal Plan--- goals and objectives
- > Tualatin Municipal Code
 - o Title 2: Public Works and Financing
 - o Title 3: Utilities and Water Quality
- > Tualatin Development Code
 - o Chapters 1-29: the goals and objectives of the Community Plan, essentially a codified Comprehensive Plan
 - o Chapter 30: Tualatin Urban Renewal Plan
 - o Chapters 40-69: Planning District uses, lot sizes, setback requirements, and structure heights
 - o Chapter 73: Community Design Standards
 - o Chapter 74: Public Improvement Requirements
 - o Chapter 75: Access Management on Arterial Streets

In addition, master plans should address how the proposed development provides site access, transportation, sewer, water, storm drainage, internal circulation, building location, building design and materials, parking, landscaping and pedestrian facilities.

Architectural Review Board

Pending Master Plan approval, any site development or proposed changes to a building exterior or site plan elements such as landscaping or parking require Site Plan review, defined as Architectural Review by the City of Tualatin. The Architectural Review process includes a single application that is addressed in two decisions which run concurrently:

- > Architectural Features
 - o Building design
 - o Site design
 - o Landscaping
 - o On-site parking
 - o Circulation
 - o Loading
 - o Outdoor storage
- > Public Utility Facilities
 - o Sewer
 - o Water
 - o Stormwater management
 - o Street systems
 - o Environmental

Architectural Review is subject to staff review and decision unless the following uses and intensities are proposed:

- > Commercial: 50,000 SF building area or greater
- > Industrial: 150,000 SF building area or greater
- > Residential:
 - o 100 or more multi-family units
 - o Any multi-family units adjacent to a Low-Density Residential (RL) Planning District

These thresholds require Architectural Review Board (ARB) approval. The ARB Architectural Features Decision may be approved, approved with conditions, or denied. If a Variance is requested, it must first be decided by the City Council. The ARB Architectural Features Decision and the City Engineer’s Public Facilities Decision are appealable to the City Council.

Plans required for ARB submittal include the following:

- > Site Plan
- > Grading Plan
- > Tree Preservation Plan
- > Building Elevations
- > Public Facilities Plan—existing and proposed streets and utilities
- > Landscape Plan

Building Permits

After ARB decision, public works permit review and Building Permit Plan Check Review must occur before the issuance of a Building Permit. Any required changes to the Architectural Review plans to meet conditions of approval should be turned into the Community Development Department as soon as possible after the ARB decision is final. After the Building Division completes Plan Check Review, they will circulate a sign-off form to all applicable departments. Each department must sign off before a Building Permit is issued. Before the Community Development and Engineering Departments sign the form, all conditions of approval of the Architectural Features and Public Facilities Decisions must be met. Prior to issuing a Certificate of Occupancy, the Building Division circulates a second sign-off sheet. Before the Planning Division signs off, a site inspection is conducted to determine the project complies with approved plans for the building exterior, parking, landscaping, etc.

Master Plan Amendments (Minor/Major Amendments)

A proposed change to the Nyberg Rivers Master Plan will be processed as a Master Plan Amendment. The proposed modification may be processed as either a Minor or Major Amendment. A Minor Amendment is an administrative review subject to staff review and approval, while a Major Amendment A request for a Nyberg Rivers Master Plan amendment shall contain:

- a) The nature of the application and a description of the proposed amendment. Please provide a brief summary identifying the reasons for the Master Plan amendment.
- b) A Site Plan including the location of structures, easements, curb cuts, sidewalks and street right-of-way lines and the area of proposed amendment.
- c) Fees or application

Minor Amendments

Proposed minor amendments shall be submitted to the City of Tualatin Community Development Department for administrative review and approval. The Department shall approve a proposed Minor Amendment to the Nyberg Rivers Master Plan only if it determines that the amendment complies with all of the following criteria:

- 1) The amendment is consistent with the stated purpose of the planning district and the stated purpose of the existing Nyberg Rivers Master Plan.
- 2) The amendment only includes uses permitted by right in the planning district in which the project is located.
- 3) The amendment complies with all dimensional requirements for the district in which the land is located.
- 4) The amendment only approves:
 - a) Changes to the location or design of required parking, loading, or landscape areas that do not reduce the total amount of parking, loading, or landscape area shown in the approved master plan; or
 - b) Temporary facilities or structures that are consistent with the overall intent of the adopted master plan; or
 - c) Physical additions to buildings or changes in building footprints which add no more than fifteen (15) percent additional square feet of gross building area, or changes to the architectural styling's or building façade.

Major Amendments

Proposed major amendments shall be submitted to the City of Tualatin Community Development Department to initiate the quasi-judicial review process. Note that a neighborhood/developers meeting is required before submittal. The Community Development Department will refer the proposed amendment to the City Council together with its recommendation based on the stated purpose of the Master Plan development standards applicable to the proposed amendment. The City Council shall approve a proposed Major Amendment to the Nyberg Rivers Master Plan only if it determines that the amendment complies with all of the following criteria:

- 1) The amendment is consistent with the stated purpose of the planning district and the stated purpose of the existing Nyberg Rivers Master Plan.
- 2) The amendment only includes uses permitted by right in the planning district in which the project is located.
- 3) The amendment complies with all dimensional requirements for the district in which the land is located.
- 4) The amendment only approves:
 - a) Changes to the existing Master Plan boundary, as demarcated by the most recently amended boundary line.
 - b) Additions to buildings or changes in building footprints greater than 15% of the gross building area.

Section 11.650 Pedestrian, Bicycle, and Multi-Use Path Modal Plan.

(1) This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.

(2) Summary of Limitations and Needs for Bicycle and Pedestrian Facilities. This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the TSP Technical Memorandum (December 2012).

(a) Bicycle Facility Needs. Existing bicycle facilities in Tualatin have a few gaps and challenging connections:

- (i) Difficult left-turn maneuvers
- (ii) Difficult areas with low bike visibility
- (iii) Bike lanes outside of turn lanes
- (iv) Obstacles within the bike lanes
- (v) Gaps in the network
- (vi) In addition to these needs, there are a number of high-crash locations. Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road, as well as the SW Nyberg Road interchange ramps at I-5.

(b) Pedestrian Facility Needs. Pedestrian facility needs include:

- (i) Fill sidewalk gaps on arterials and collector streets
 - (a) Sections of SW Herman Road
 - (b) Sections of SW Grahams Ferry Road
 - (c) Sections of SW Boones Ferry Road
 - (d) SW Blake Street between SW 105th and SW 108th Avenues
 - (e) SW Sagert Street overpass over I-5
 - (f) SW 105th Avenue between SW Paulina Drive and SW Blake Street
- (ii) Narrow or obstructed side-walks
- (iii) Wide or angled crosswalks at intersections
- (iv) Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core)

(v) Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

(c) Multi-use Path Needs. Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other way-finding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

(3) Bicycle and Pedestrian Policies. The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

- (a) Bicycle and Pedestrian Policy 1: Support Safe Routes to Schools (SRTS) for all Tualatin schools
- (b) Bicycle and Pedestrian Policy 2: Work with partner agencies to support and build the Ice Age Tonquin Trail
- (c) Bicycle and Pedestrian Policy 3: Allow wider sidewalks downtown for strolling and outdoor cafes
- (d) Bicycle and Pedestrian Policy 4: Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core)
- (e) Bicycle and Pedestrian Policy 5: Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings
- (f) Bicycle and Pedestrian Policy 6: Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.
- (g) Bicycle and Pedestrian Policy 7: Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes
- (h) Bicycle and Pedestrian Policy 8: Ensure that there are bicycle and pedestrian facilities at transit stations
- (i) Bicycle and Pedestrian Policy 9: Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools

(j) Bicycle and Pedestrian Policy 10: Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

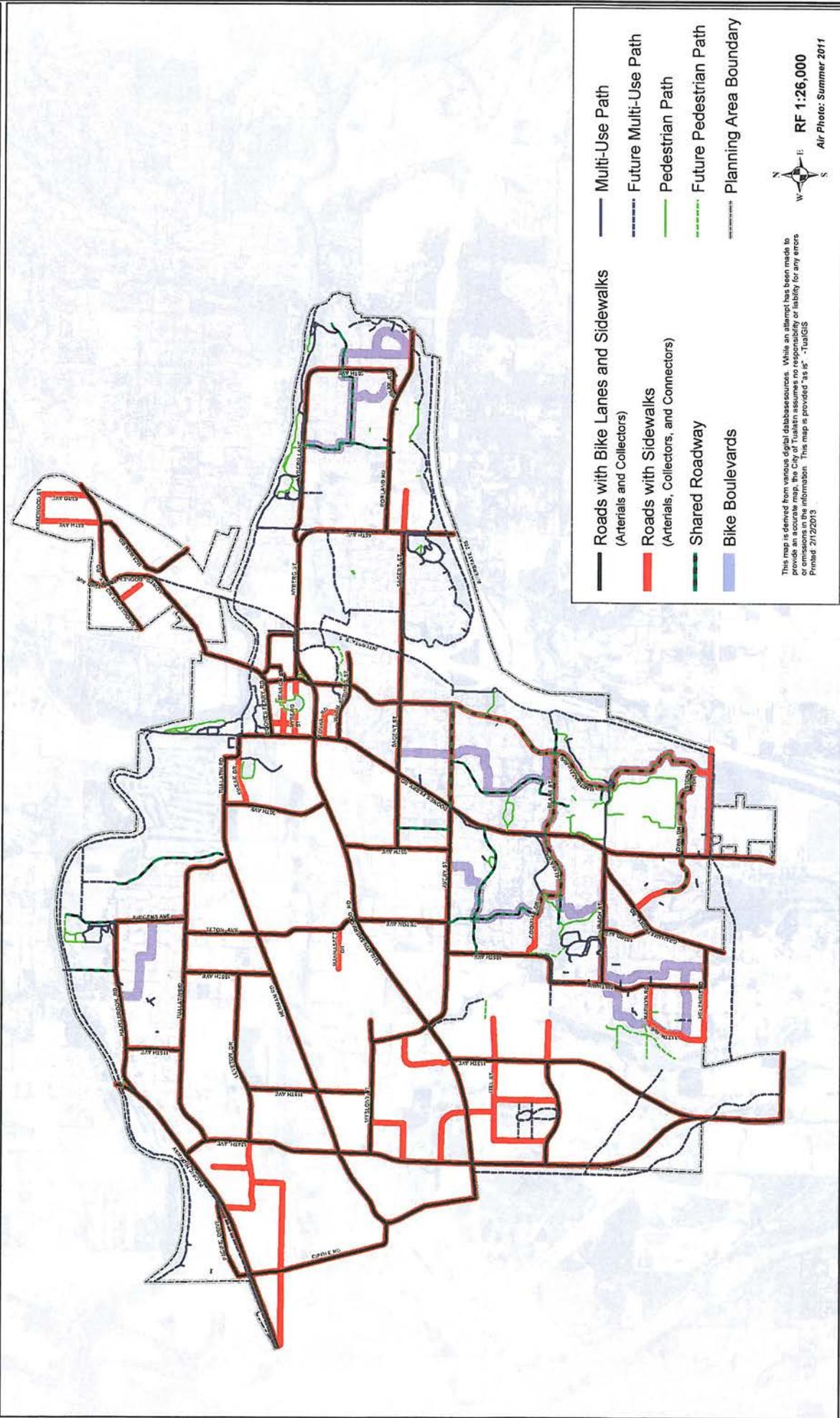
(4) Bicycle Boulevards. Currently, there are no existing bicycle boulevards in Tualatin, though Washington County has bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more-comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

Proposed bicycle boulevards in Tualatin are shown on [Figure 11-4](#). These are all low volume, low speed streets that connect neighborhoods with roadways and trails where bicycle infrastructure investments have been made. As a short-term action, the City should consider signing these roadways as bicycle routes, and monitor usage on an annual basis. As bicycle usage increases, and bicyclists and drivers become more used to sharing travel lanes, further investments could be considered to enhance safety for bicyclists. [Ord. 1103-02, 3/25/2002; Ord. 1354-13 §36, 02/25/13]

Figure 11-4: Bicycle and Pedestrian Plan



ATTACHMENT 3

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(1) To identify and protect by preservation and conservation the designated significant natural resources and Other Natural Areas. The designated significant natural resources are greenways and natural areas, which include the riparian areas

and scenic areas of the Tualatin River and certain creeks and drainage swales, wetlands, upland forests, meadows, fish and wildlife resources, and the geologic features of the Tonquin Scablands. Significant Natural Resources are identified on the Significant Natural Resource List and Map TDC 72.013 and Map 72-3, TDC). The significant natural resources designated for protection are shown on Map 72-1, TDC. Other Natural Areas are identified on Figure 3-4 of the Parks and Recreation Master Plan.

- (2) To provide sufficient area for stormwater runoff to reduce flood hazards and enhance water quality.
- (3) To provide public access to scenic and riparian areas, where appropriate, by designating pedestrian and bicycle path locations.
- (4) To provide specific design standards for development adjacent to, and within, greenways and natural areas in order to preserve and conserve them, and provide mechanisms for the granting of easements or dedications for Greenways, and Natural Areas while allowing reasonable economic development of property adjacent to the greenways and natural areas. [Ord. 635-84, §30, 6/11/84; Ord. 933-94, §31, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §30, 7/14/97]

Section 72.011 Criteria for Determining Significant Natural Resources.

- (1) The Significant Resource Criteria in Subsections (2-3) must be considered when determining whether a natural resource site is a Significant Natural Resource or is not significant.
- (2) Significant Resource Criteria — Wetlands Not in Riparian Corridors.
 - (a) Exclusions. Wetland natural resources are not significant if they fall within any one of the following categories:
 - (i) Wetlands artificially created entirely from upland that are:
 - (A) created for the purpose of controlling, storing or maintaining stormwater; or
 - (B) active surface mining or active log ponds; or
 - (C) ditches without a free and open connection to natural waters of the state (as defined in OAR 141-85-010(9) and which do not contain food or game fish (as defined in ORS 496.009); or
 - (D) less than one acre in size and created unintentionally as the result of irrigation water overflow or construction activity not related to compensatory mitigation for permitted wetland impacts; or
 - (E) of any size and created for wastewater treatment, farm or stock watering, settling of sediment, cooling industrial water, or as a golf course hazard.

(ii) Wetlands or portions of wetlands that are contaminated by hazardous substances, materials or wastes as per the following conditions:

(A) The wetland is documented as contaminated on either the U.S. Environmental Protection Agency's (EPA) National Priority List, or the Department of Environmental Quality's (DEQ) Inventory of Hazardous Substance Sites (ORS 465.225).

(B) Only the portion of the wetland affected by such hazardous substances shall be excluded from significance analysis.

(b) A Wetland natural resource is a Significant Natural Resource if it meets one or more of the following criteria:

(i) The site has a rating of "High" in at least one of the following environmental categories in the City of Tualatin Natural Resource Inventory and Local Wet-lands Inventory (December, 1995) Wetland and Natural Areas Inventory Environmental and Social Value Assessment:

(A) Fish Habitat Value. The assessment values use the low-medium-high rating for a site based on the modified fish habitat and wildlife habitat assessment methods used in the City of Tualatin Natural Resource Inventory. Fish habitat rates high if potential fish habitat exists.

(B) Wildlife Habitat Value. Evaluates habitat diversity. Areas with permanent or seasonal water, diverse vegetation and structure, and interspersed plant communities rate high. Wildlife habitat value also increases with the size of the site and linkage to open space habitat.

(C) Hydrologic Control, Water Quality Protection, and Water Quality Potential. Resource sites that provide or have the potential to provide water quality protection to receiving streams or storm-water detention within the watershed are important and are rated high.

(ii) The wetland or a portion of the wetland occurs within a horizontal distance of less than one-fourth mile from a water body listed by the Oregon Department of Environmental Quality (DEQ) as a water quality limited body [303(d) list] and the wetland's water quality protection or potential function is described as High or Medium in the Wetlands and Natural Areas Assessment.

(iii) The site has a presence of one or more rare or locally unique plant communities that are relatively undisturbed with few or no non-native plants.

(iv) The site has a presence of a plant or animal species that is state or federally listed as sensitive, rare, threatened or endangered, or is a critical habitat for such listed species, unless the appropriate state or federal agency indicates that the wetland is not important for the maintenance of the species.

(3) Significant Resource Criteria — Streams, riparian corridors, forests, meadows and geologic features. A stream, riparian corridor, forest, meadow or geologic feature site is a significant resource site if it meets one or more of the following criteria:

(a) The site has a presence of a plant or animal species that is state or federally listed as sensitive, rare, threatened or endangered, or is a critical habitat for such listed species;

(b) The site has a presence of a physical feature that is designated as a scenic river or natural or geologic resource by county or regional government, or state or federal agencies. This includes but is not limited to designation as a significant natural resource or geologic area. Physical features do not include buildings or other constructed features.

(c) The site has a presence of one or more relatively undisturbed native plant communities with few or no non-native plants.

(d) The site has a rating of "High" in at least one of the following environmental categories in the City of Tualatin Natural Resource Inventory and Local Wetlands Inventory (December, 1995) Wetland and Natural Areas Inventory Environmental and Social Value Assessment:

(i) Fish Habitat Value. The assessment values use the low-medium-high rating for a site based on the modified fish habitat and wildlife habitat assessment methods used in the City of Tualatin Natural Resource Inventory. Fish habitat rates high if potential fish habitat exists.

(ii) Wildlife Habitat Value. Evaluates habitat diversity. Areas with permanent or seasonal water, diverse vegetation and structure, and interspersed plant communities rate high. Wildlife habitat value also increases with the size of the site and linkage to open space habitat.

(iii) Hydrologic Control, Water Quality Protection, and Water Quality Potential. Resource sites that provide or have the potential to provide water quality protection to receiving streams or stormwater detention within the watershed are important and are rated high.

(iv) Ecological Integrity. Sites are rated high if they provide ecosystem linkage or continuity, allow wildlife passage between larger habitat units or genetic flow between plant populations, provide critical habitat for certain life history stages of sensitive fish and wildlife species, or other watershed or ecosystem functions. This criterion regards the both the ecological integrity and connectivity assessments of the site.

(v) Uniqueness. Site contains fish and wildlife species, wildlife habitat, plant communities or geologic features that are unique in the Tualatin area. Uniqueness is a consideration of the quantity and quality of a particular resource site relative to other resources in the Tualatin area.

(e) A non-wetland site has a rating of "High" in at least two of the following social categories in the City of Tualatin Natural Resource Inventory

(December, 1995) Wetland and Natural Areas Inventory Environmental and Social Value Assessment:

(i) Educational Value and Scientific Research. Sites are rated high if they provide potential educational opportunities for local schools or parks and recreation programs or research opportunities for the scientific community. This value is dependent on access and distance from schools.

(ii) Aesthetic or Scenic Qualities, or Visual or Noise Buffering Qualities. Rating aesthetic or scenic quality is based on visual characteristics. Buffering qualities refer to the site's ability to serve as a buffer to unattractive or noisy areas such as the interstate freeways.

(iii) Opportunity for Passive Recreation. Rating for recreational opportunity is based on a combination of the availability of public access, environmental value, aesthetic and/or scenic value, and low probability for recreational uses that will adversely affect environmental, aesthetic or scenic values.

(f) Meets the definition of a riparian corridor in OAR-660-090-(5) and any other criteria in subsections (3)(a-e) and (3)(g).

(g) In addition to (a)-(f) above, a final decision to determine whether a resource site is significant or not significant shall consider information about the resource site from all available sources, including but not limited to property owners and interested citizens, and may use factors not listed in criteria (a)-(f) above provided that it is shown the factor(s) address the issue of whether or not the site is significant. [Ord. 979-97, §31, 7/14/97]

Section 72.013 Significant Natural Resources.

The following natural resource sites identified in the City of Tualatin Natural Resource Inventory and Local Wetlands Inventory (December, 1995) are Significant Natural Resources:

Unit #	Resource #	Assessors Map and Tax Lot		
		(Unit C: Cummins Creek; H: Hedges Creek; N: Nyberg Creek; S: Saum Creek; SD: Seeley Ditch; T: Tualatin River)		
C1	F25	2S121A002100 2S122C000801	2S121DA00300	2S121DA00400
C1	W37	2S121D000100 2S121D000500	2S121D000203 2S121D000600	2S121D000301 2S121DA00300

		2S121DA00400 2S122C000801	2S122B000800	2S122C000603
C1	W38	2S121A002100	2S121A002600	
H	W25	2S127D000106	2S127D001500	2S127D001500 BNRR
H	W28	2S126CC06000		
H	W36	2S1220000400 2S1220000800 2S122C000502 2S122C001800 2S122C002300	2S1220000500 2S122B000800 2S122C000503 2S122C001900	2S1220000600 2S122C000300 2S122C000603 2S122C002200
H	W47	2S135B000803 2S135BA00500 2S135BD05000	2S135BA00300 2S135BD00200	2S135BA00400 2S135BD01500
H	W22	2S124B001300 2S124BC00500 2S124BC01300	2S124BC00100 2S124BC01100 2S124BC01301	2S124BC00300 2S124BC01200 2S124BC01400
H2	F21	2S1230000100	2S123AA00800	
H2	F22	2S123CA00300	2S123CB00102	
H2	F23	2S122D000301 2S122DA00300	2S122DA00100 2S122DA00500	2S122DA00200 2S122DA00600
H2	W23	Wetlands Protection District		
H2	W48	2S123A00600		

H2	F24	2S122D000500		
H3	W35	2S116C002600 2S122C002100	2S1220000700 2S122D000500	2S122C000103
H4	W34	2S122C00105 2S127B000100 2S127B000500 2S127B000701	2S122C001500 2S127B000102 2S127B000600	2S122C001502 2S127B000300 2S127B000700
H5	F26	2S127A000100 2S127A000300 2S127A000303	2S127A000105 2S127A000300 2S127A000400	2S127A000200 2S127A0001302 2S127D001500
H5	W24	2S127A000105 2S127B000800	2S127A000300	2S127A000302
H6	F27	2S127D000400 2S127D001500	2S127D001300	2S127D001400
H6	W26	2S127D000400	2S127D001500	
H7	F28	2S127D000400 2S127D001500	2S127D001300	2S127D001400
H7	W27	2S126CA13800 2S126CC06100	2S126CB14000 2S127D001101	2S126CC00102 2S127D001201
H8	F31	2S126CD13200		

H8	W29	2S126CD13200 2S126CD13500	2S126CD13300	2S126CD13400
H9	F32	2S127B000502 2S127D000200 2S134A001001 2S134A001600 2S134A002000 2S134AA01900 2S134AA02400	2S127C000100 2S127D000300 2S134A001100 2S134A001700 2S134A002002 2S134AA02200	2S127C000200 2S127D000301 2S134A001501 2S134A001701 2S134A002100 2S134AA02300
H9	F33	2S134A001500 2S134A002100	2S134A001501	2S134A002001
H9	M2	2S134A002100		
H9	W32	2S127D000200 2S127D000301 2S134A002001	2S127D000300 2S134A001500 2S134A002100	2S134A002000 2S134A001501 2S134B000600 RR RR
N	F4	2S126DB00100		
N	W5	2S123DA00100 2S124CB03100	2S124CB02200 2S124CB03200	2S124CB02601
N1	F1	21E19C00900	21E19C01200	21E19C01400
N1	W1	21E19C00200		
N1	W2	21E19C00700	21E19C00900	21E19C01200
N2	F2	2S124DB00102	2S124DC00200	2S124DC00300

N2	W3	2S124DA00100 2S124DA00900	2S124DA00500 2S124DA01000	2S124DA00600 2S124DB00102
N3	F3	2S124CA00100	2S124CA00300	2S124CD00100
N3	W4	21E19C00900 2S124DA00100 2S124DB00102	2S124CA00100 2S124DA00400	2S124CA00300 2S124DA00900
S	F9	Interstate 5 Hwy ROW		
S1	F13	21E20CB02700		
S1	W7	21E19DD12700 21E20CB02500	21E19DA10000 21E20CB02700	21E19DD12700
S1	W8	21E30A00990 21E30A01190	21E30A01000	21E30A01090
S2	F5	21E30A01300 21E30B00200	21E30A01600 21E30B00600	21E30A01700 21E30B00100
S3	W10	2S125AA05100 2S125AC03000	2S125AA05200	2S125AC00100
S4	F39	2S125CB05800 2S125CB10000 2S125CC06400	2S125CB06400 2S125CB10100 2S126DD01100	2S125CB06500 2S125CC02400
SD	F35	2S135B000900 2S135BC01100	2S135B002500 2S135BC01200	2S135BC01000 2S135BC01300

1		2S135BC01400 2S135BC01700 2S135BC02000 2S135BC02300	2S135BC01500 2S135BC01800 2S135BC02100	2S135BC01600 2S135BC01900 2S135BC02200
SD 1	F36	2S135B002500	2S135B002600	
SD 1	W31	2S135B002500	2S135BC02100	
T1	F14	21E19DA10100	21E19DA10400	
T1	F15	21E1900900 21E1901000	21E19C00200	21E19DA10400
T1	M1	21E19DA10100	21E19DA10400	
T1	W13	21E19C00200		
T1	W14	21E19C00200		
T1	W50	21E19DA10100		
T1 - T7	F43	21E1900900 21E19DA10100 21E20CB02400 2S114BC01700 2S114BC02000 2S114BD04400 2S114D000200 2S115AD01200 21E1901000	21E19C00200 21E19DA10400 21E20CB02401 2S114BC01800 2S114BC02100 2S114CA00300 2S114D000300 2S115AD01300 2S115AD01600	2S124BC00100 21E19C00300 21E19DA10500 21E20CB02402 2S114BC01900 2S114BC02200 2S114CA00301 2S115AD01100 2S115AD01400

		2S115AD01500	2S115C001400	2S115AD01700
		2S115AD01800	2S115C001501	2S115C001401
		2S115C001500	2S115C002300	2S115C001800
		2S115C002202	2S115D001404	2S115D001402
		2S115D001403	2S115D001700	2S115D001500
		2S115D001600	2S115DA00800	2S115DA00100
		2S115DA00300	2S116C002600	2S115DA00900
		2S115DA01100	2S121A000102	2S116D001400
		2S121A000101	2S121A000400	2S121A000200
		2S121A000300	2S121AB00500	2S121A000401
		2S121A000500	2S124A002700	2S121AB13700
		2S124A002601	2S124B001006	2S124A002700
		2S124A002900	2S124B001300	2S124B001007
		2S124B001100	2S124BC01400	2S124B001500
T2	F16	2S124AA002503	2S124A002601	2S124A002700
		2S124A002800	2S124A002900	
T2	W15	2S124A002503	2S124A002700	2S124A002800
T2	W16	2S124A002700		
T3	F17	2S124A002700		
T4	F18	2S124B001100		
T5	W17	2S114D000300	2S123AA00100	2S123AA00200
T5	W18	2S114D000200		
T5	W52	2S114D000200		
T6	F19	2S115AD01100	2S115AD01200	2S115AD01300
		2S115DA00800	2S115DA00900	

T6	F29	2S114BD04400	2S114CA00300	2S114CA00301
T6	W19	2S114BC01900	2S114CB00700	2S114CB00800
		2S114CB01000	2S115AD01100	2S115AD01200
		2S115AD01300	2S115AD01400	2S115AD01500
		2S115AD01600	2S115AD01700	2S115AD01800
		2S115D001404	2S115D001405	2S115DA00100
		2S115DA00200	2S115DA00300	2S115DA00400
		2S115DA00500	2S115DA00600	2S115DA00700
		2S115DA00800	2S115DA00900	2S115DA01100
T7	F42	2S116C002600	2S121AB13700	
T7	W51	2S116C002600		

[Ord. 979-97, § 32, 7/14/97]

Section 72.020 Location of Green-ways and Natural Areas.

(1) The designated significant natural resources are the Greenways and Natural Areas on Map 72-1, which shows the general location of the NRPO District. The general locations of Other [n] Natural Areas are shown on the Recreation Resources Map (Figure 3-4) of the Parks and Recreation Master Plan.

(2) Lands in the Wetland Protection District (WPD) are subject to Chapter 71, and other applicable regulations, but not Chapter 72. [Ord. 635-84, §31, 6/11/84; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §33, 7/14/97]

Section 72.030 Greenways.

(1) Greenways can exhibit diverse characteristics. Those along the Tualatin River and Hedges, Nyberg and Saum Creeks can be natural in some sections and have pedestrian and bike paths in other sections. Greenways in built-up areas such as in subdivisions are typically landscaped with lawn and often include concrete pedestrian/bike paths.

(2) Riverbank Greenway (NRPO-GR).

(a) Except as provided in Subsection (b), the NRPO District along the south bank of the Tualatin River, beginning at the City's western Urban Growth Boundary (UGB) and extending to the City's eastern UGB, and along the north bank of the Tualatin River from the northwest corner of Tax Lot 1007 to the southeast corner of Tax Lot 1006, Washington County Tax Map 2S1 24B, shall

have a width as measured from a line 40 feet inland from the top of the bank extending to the middle of the river. The top of the bank shall be where the landform called "the bank" changes from a generally up-slope feature to a generally flat feature. The NRPO District shall automatically apply to property annexed to the City, except as provided for in Appendix G to the Parks and Recreation Master Plan.

(b) For the area 300 feet east and west of the I-5 right-of-way as shown on Map 72-1, the NRPO District on the south bank of the Tualatin River shall have a width as measured from a line 75 feet in-land from the top of the bank extending to the middle of the river.

(3) Creek Greenways (NRPO-GC).

(a) Except as provided in Subsections (b-d), the NRPO-GC District shall have a width of 50 feet centered on the centerline of Hedges Creek from SW Ibach Street to the western boundary of the Wet-lands Protection District and from the eastern boundary of the Wetlands Protection District to the Tualatin River, and centered on Nyberg Creek from SW Tonka Street to the Tualatin River.

(b) The NRPO-GC District shall have a width of 30 feet centered on the centerline of Nyberg Creek from SW Boones Ferry Road to SW Tonka Street.

(c) Property owners on opposite sides of a creek may enter into a written agreement to allow the NRPO-GC District to be off-center, but in no case shall it be less than 15 feet on one side of the creek. Such agreement shall be binding on property owners, their heirs and assigns; shall be approved by City Council and shall be placed on permanent file with the City Recorder.

(d) The NRPO-GC District shall have a width of 50 feet extending out from the top of the stream bank or from the upland edge of wetlands within the stream riparian area on the following creek sections:

(i) Hedges Creek from SW 105th Avenue downstream to the private driveway culvert at the upper end of the fire pond at Tri-County Industrial Park,

(ii) Hedges Creek from the fire pond dam's outlet at Tri-County Industrial Park downstream to SW Tualatin-Sherwood Road, and

(iii) Saum Creek beginning east of I-5, just north of I-205 extending downstream to the Tualatin River, except:

(A) a width of 25 feet extending out from the upland edge of wetlands in the stream riparian area for the severely constrained properties shown on Map 72-1, and

(B) to the upland edge of the wetland in the stream riparian area adjacent to existing developed residential properties west of Atfalati Park shown on Map 72-1.

(4) Other Greenways (NRPO-OG). The greenways listed below are not within a riverbank or creek greenway. These areas are primarily drainage corridors for neighboring residential zones. The location and size of these greenways are shown on Map 72-1.

(a) Chieftain/Dakota Greenway,

(b) Indian Meadows Greenway,

(c) Hi-West Estates Greenway,

(d) Shaniko Greenway,

(e) Nyberg Creek Greenway (south). [Ord. 721-87, §1, 5/26/87; Ord. 933-94, §32, 11/28/94; Ord. 947-95, §5, 7/24/95; repealed and added by Ord. 979-97, §34, 7/14/97]

Section 72.040 Natural Areas.

(1) Natural Areas are the wetlands and upland open space areas on Map 72-1. They provide flood control, water quality, erosion control, fish and wildlife habitat, and valuable scenic qualities. Natural Areas may include restored and enhanced wetlands, park sites and other areas accessible by the public for passive recreation.

(2) Wetland Natural Areas.

(a) Wetland Preservation Natural Areas (NRPO-WPNA) are shown on Map 72-1. They include all land within a delineated wetland boundary.

(b) Wetland Conservation Natural Areas (NRPO-WCNA) are shown on Map 72-1. Except as provided in Subsection (c), they include all land within a delineated wetland boundary.

(c) For uses not permitted in TDC 72.060(3), excavation, fill or removal in a NRPO-WCNA is allowed subject to the Oregon Division of State Lands (DSL) requirements and the following standards:

(i) The wetland acreage affected by the excavation, fill or removal shall not exceed 30% of the subject property's delineated wetland acreage. The wetland acreage affected shall include excavation, fill or removal activities conducted since March 1, 1996.

(ii) The excavation, fill or removal shall not reduce or block water features such as springs, drainage courses and streams.

(iii) The wetland's functions and values listed in the City of Tualatin Natural Resource Inventory and Local Wetlands Inventory (December, 1995) shall be retained or improved through mitigation and/or enhancement. The wetland's functions and values may be assessed using the Oregon Freshwater Wetland Assessment Methodology (DSL, 1996, as amended).

(iv) Mitigation shall be conducted either on the subject property or within the same stream watershed as the subject wetland unless the applicant demonstrates the impracticality of doing so.

(3) Open Space Natural Areas.

(a) Open Space Natural Areas (NRPO-OSNA) are shown on Map 72-1. They include upland forests, upland forests associated with slopes or streams, upland meadows, upland meadows associated with slopes or streams, the geologic features of the Tonquin Scablands, areas with slopes greater than 25%, areas within 50 feet of a delineated wetland and areas within 50 feet of a stream top of bank.

(b) The top of bank for the Tualatin River is as stated in TDC 72.030 and for all other streams is the bankfull stage. Slope is the vertical elevation divided by the horizontal distance of vertical change and is measured for a horizontal distance of 100 feet.

(c) Land use and permit applications shall show the NRPO-OSNA Boundary and shall include information on wetland delineations, location of streams, top of bank, topography and a vegetation inventory. [Ord. 635-84, §32, 6/11/84; Ord. 673-85, §1, 8/12/85; Ord. 721-87, §2, 5/26/87; Ord. 933-94, §33, 11/28/94; Ord. 947-95, §5, 7/24/95; incorporated into §72.030 by Ord. 979-97, §35, 7/14/97; Ord. 979-97, §35, 7/14/97]

Section 72.050 [Ord. 635-84, §33, 6/11/84; Ord. 947-95, §5, 7/24/97; incorporated into §72.030 by Ord. 979-97, §34, 7/14/97]

Section 72.055 Other Natural Areas.

(1) Other Natural Areas are not shown on Map 72-1. They are shown in the Parks and Recreation Master Plan (pp. 7, 65 and 70). They are natural resources not designated as NRPO Greenways or Natural Areas.

(2) Other Natural Areas may be voluntarily conserved or preserved using measures such as land dedication, granting conservation easements and acquisition programs. [Ord. 635-84, §33, 6/11/84; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §36, 7/14/97]

Section 72.056 Vegetated Corridors of Sensitive Areas.

Lands subject to these regulations are also subject to the regulations in the Unified Sewage Agency's Design and Construction Standards. [Ord. 947-95, §5, 7/24/95; Ord. 979-97, §37, 7/14/97; Ord. 1070-01 §10, 4/9/01; Ord. 1070-01, 4/09/01]

Section 72.060 Development Restrictions in Greenways and Natural Areas.

(1) Except as provided in Subsection (2), no building, structure, grading, excavation, placement of fill, vegetation removal, impervious surface, use, activity or other development shall occur within Riverbank, Creek and Other Greenways, and Wetland and Open Space Natural Areas.

(2) The following uses, activities and types of development are permitted within Riverbank, Creek and Other Greenways, and Wetland and Open Space Natural Areas provided they are designed to minimize intrusion into riparian areas:

(a) Public bicycle or pedestrian ways, subject to the provisions of TDC 72.070.

(b) Public streets, including bridges, when part of a City approved transportation plan, and public utility facilities, when part of a City approved plan and provided appropriate restoration is completed.

(c) Except in Wetland Natural Areas, private driveways and pedestrian ways when necessary to afford access between portions of private property that may be bisected by a Greenway or Open Space Natural Area.

(d) Except in Creek Greenways and Wetland Natural Areas, outdoor seating for a restaurant within the Central Urban Renewal District, but outside of any sensitive area or its vegetated corridor.

(e) Public parks and recreational facilities including, but not limited to, boat ramps, benches, interpretive stations, trash receptacles and directional signage, when part of a City-approved Greenway or Natural Area enhancement plan.

(f) Landscaping, when part of a landscape plan approved through the Architectural Review process. City initiated landscape projects are exempt from the Architectural Review process. Landscaping in Greenways and Natural Areas shall comply with the approved Plant List in the Parks and Recreation Master Plan. When appropriate, technical advice shall be obtained from the Oregon Department of Fish and Wildlife, U.S. Soil Conservation Service, or similar agency, to ensure the proposed landscaping will enhance the preservation of any existing fish or wildlife habitats in the vicinity.

(g) Wildlife protection and enhancement, including the removal of non-native vegetation and replacement with native plant species.

(h) Except in Wetland Natural Areas, public boating facilities, irrigation pumps, water-related and water-dependent uses including the removal of vegetation necessary for the development of water-related and water-dependent uses, and replacement of existing structures with structures in the same location that do not disturb additional riparian surface.

(i) In Wetland Natural Areas, perimeter mowing and other cutting necessary for hazard prevention.

(3) The City may, through the subdivision, conditional use, architectural review, or other development approval process, attach appropriate conditions to approval of a development permit. Such conditions may include, but are not limited to:

- (a) Use of Greenways and Natural Areas for storm drainage purposes;
- (b) Location of approved landscaping, pedestrian and bike access areas, and other non-building uses and activities in Greenways and Natural Areas;
- (c) Setback of proposed buildings, parking lots, and loading areas away from the Greenway and Natural Area boundary.

(4) Greenways and Natural Areas in which an access easement is owned by the City, but retained in private ownership, shall be maintained by the property owner in their natural state and may only be modified if a landscape and maintenance plan complies with the approved Plant List in the Parks and Recreation Master Plan, and has been approved through the Architectural Review process or by the Parks and Recreation Director when Architectural Review is not required.

(5) The Parks and Recreation Director shall be included as a commentor when a development application proposes dedication of Greenway or Natural Area property to the City or when development is pro-posed on Greenway or Natural Areas property maintained by the Parks and Recreation Department. [Ord. 673-85, §2, 8/12/85; Ord. 933-94, §34, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §38, 7/14/97]

Section 72.065 Hardship Created, Map Error, Property Not Buildable.

(1) Applications for variances due to a hardship resulting from the requirements of Chapter 72 shall be processed in accordance with the provisions of Chapter 33. For variance applications alleging the requirements of Chapter 72 have rendered a property not buildable, the applicant has the burden of proof to show the property is not buildable and to specify which Chapter 72 requirements are proposed to be reduced or removed to render the property buildable.

(2) Claims of a location error in a Greenway or Natural Area Boundary on Map 72-1 shall be considered as part of an application for a subdivision, partition, lot line adjustment, architectural review or variance. Claims that an existing Greenway or Natural Area Boundary should be deleted, or added, on Map 72-1 shall be considered through the Plan Amendment process. Claims of map errors shall be supported by adequate inventory information and analysis to justify the claim and meet the land use application approval criteria. Claims of map error for wetland boundaries shall be verified by the Oregon Division of State Lands. [Ord. 979-97, §39, 7/14/97]

Section 72.070 General Guidelines for Pedestrian and Bike Paths in Greenways.

To construct bike and pedestrian paths in greenways, the developer of the path shall adhere to the following guidelines, wherever practicable:

- (1) Incorporate trails into the surrounding topography.
- (2) Provide viewing opportunities for special vistas, wetlands, and unique natural features.
- (3) Protect existing vegetation to the greatest extent possible. In wooded areas meander paths through the woods to avoid significant trees. An arborist should be consulted to determine methods for minimizing impact of construction of paths near trees greater than 5 inch caliper as measured 4 feet above-grade.
- (4) Replant trees in the vicinity where they were removed. Use native species as outlined in the approved plant list incorporated in the Parks and Recreation Master Plan.
- (5) Minimize impact on wetland environments. Build paths above wetlands wherever possible. Use boardwalks, bridges or other elevated structures when passing through a wetland. Direct trails away from sensitive habitat areas such as nesting or breeding grounds.
- (6) Provide interpretive opportunities along the trail. Use interpretive signage and displays to describe plant and animal species, nesting areas, wildlife food sources, and geologic, cultural and historic features.
- (7) Provide amenities along the trail. Place benches, picnic tables, trash receptacles and interpretive signage where appropriate.
- (8) Where paths are placed in utility corridors, path design should be coordinated with the City's Engineering and Building Department and Operations Department to allow utility maintenance.
- (9) Mitigate surface water drainage near wetlands and streams. Where hard surface trails occur adjacent to wetlands or creeks, provide, when appropriate, an open water system through swales, trench percolation, or on-site detention ponds to prevent erosion and negative impacts.
- (10) Incorporate signage. Place properly scaled and sited regulatory and guide signs to instruct users on accessibility, local conditions, safety concerns and mileage information. [Ord. 635-84, §35, 6/11/84 and Ord. 933-94, §35, 11/28/94; Ord. 947-95, §5, 7/24/95]

Section 72.080 Shift of Density for Residential Development Adjacent to Greenways or Natural Areas.

- (1) A shift of density may be allowed in accordance with TDC 41.150 (RML District), 42.150 (RMH District), 43.180 (RH District) and 44.160 (RH/HR District).
- (2) Small lots may be allowed in subdivisions and partitions in accordance with TDC 40.055 (RL District). [Ord. 979-97, §40, 7/14/97; Ord. 1136-03, 4/28/03]

Section 72.085 Landscaping Credit within Commercial and Industrial Planning Districts Adjacent to Greenways and Natural Areas.

(1) When a property owner in a Commercial, Institutional, or Industrial Planning District dedicates to the City a portion of the NRPO District, an Other Natural Area or vegetated corridor located within or adjacent to the NRPO District in accordance with a City-approved landscape plan, a Greenway and Natural Area Landscaping Credit shall be applied toward a portion of the site's percentage landscaping requirement.

(2) The amount of the Greenway and Natural Area Landscaping Credit shall be as provided in TDC Chapter 73. The applicant must meet all landscaping requirements in this Code to the satisfaction of the Planning Director through the Architectural Review process. [Ord. 673-85, §2, 8/12/85; Ord. 933-94, §37, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §41, 7/14/97; Ord. 1216-06, 7/24/06]

Section 72.090 Reduction in Setback Requirements.

When a property owner in a IN, CO, CR, CO/MR, ML, or MG Planning District dedicates to the City land in the NRPO District or Other Natural Area, a bikeway or pedestrian path facility, or a vegetated corridor located within or adjacent to the NRPO District, the minimum front yard setback may be reduced through the AR process as provided in Chapters 50, 51, 52, 55, 60, and 61. [Ord. 721-87, §3, 5/26/87; Ord. 933-94, §38, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §42, 7/14/97; Ord. 1216-06, 7/24/06]

Section 72.100 Parks Systems Development Charge (SDC) Credit.

Ordinance 833-91 establishes a System Development Charge for Parks in residential planning districts. The ordinance contains provisions for credits against the Parks SDC, subject to certain limitations and procedures. Credit may be received up to the full amount of the Parks SDC fee. Dedication of NRPO District Areas, Other Natural Areas or vegetated corridors located within or adjacent to the NRPO District listed in the SDC capital improvement list are eligible for a SDC credit. Dedication and improvement of bicycle and pedestrian paths may also be eligible for a SDC credit. [Ord. 933-94, §39, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §43, 7/14/97]

Section 72.110 Easements for Pedestrian and Bicycle Access.

In any portion of the NRPO District, the City may, through the subdivision, partition, conditional use, architectural review, or other applicable development approval process, require that easements for pedestrian and bicycle access and maintenance uses be granted as a condition of approval when said easements are necessary to achieve the purposes of the Parks and Recreation Master Plan, Greenways Development Plan, or Bikeways Plan. [Ord. 933-94, §40, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §44, 7/14/97]

Section 72.120 Wetlands Protection District.

In cases where land within the NRPO District is also within the Wetlands Protection District, Chapter 71, any development permitted by TDC 72.060 shall be subject to the

provisions of Chapter 71. [Ord. 933-94, §41, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §45, 7/14/97]

Section 72.130 Floodplain District.

In cases where land within the NRPO District is also within the Floodplain District, Chapter 70 , any development permitted by TDC 72.060 shall be subject to the provisions of Chapter 70. [Ord. 933-94, §42, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §46, 7/14/97]

Section 72.140 Dedication of Land for Park Purposes.

Nothing in this chapter shall prohibit the dedication of land within the NRPO District to the public for park or open space purposes when the City Council finds that such dedication would be consistent with the purpose and objectives of the parks and recreation element of the Tualatin Public Facilities Plan. [Ord. 933-94, §43, 11/28/94; Ord. 947-95, §5, 7/24/95; Ord. 979-97, §47, 7/14/97]

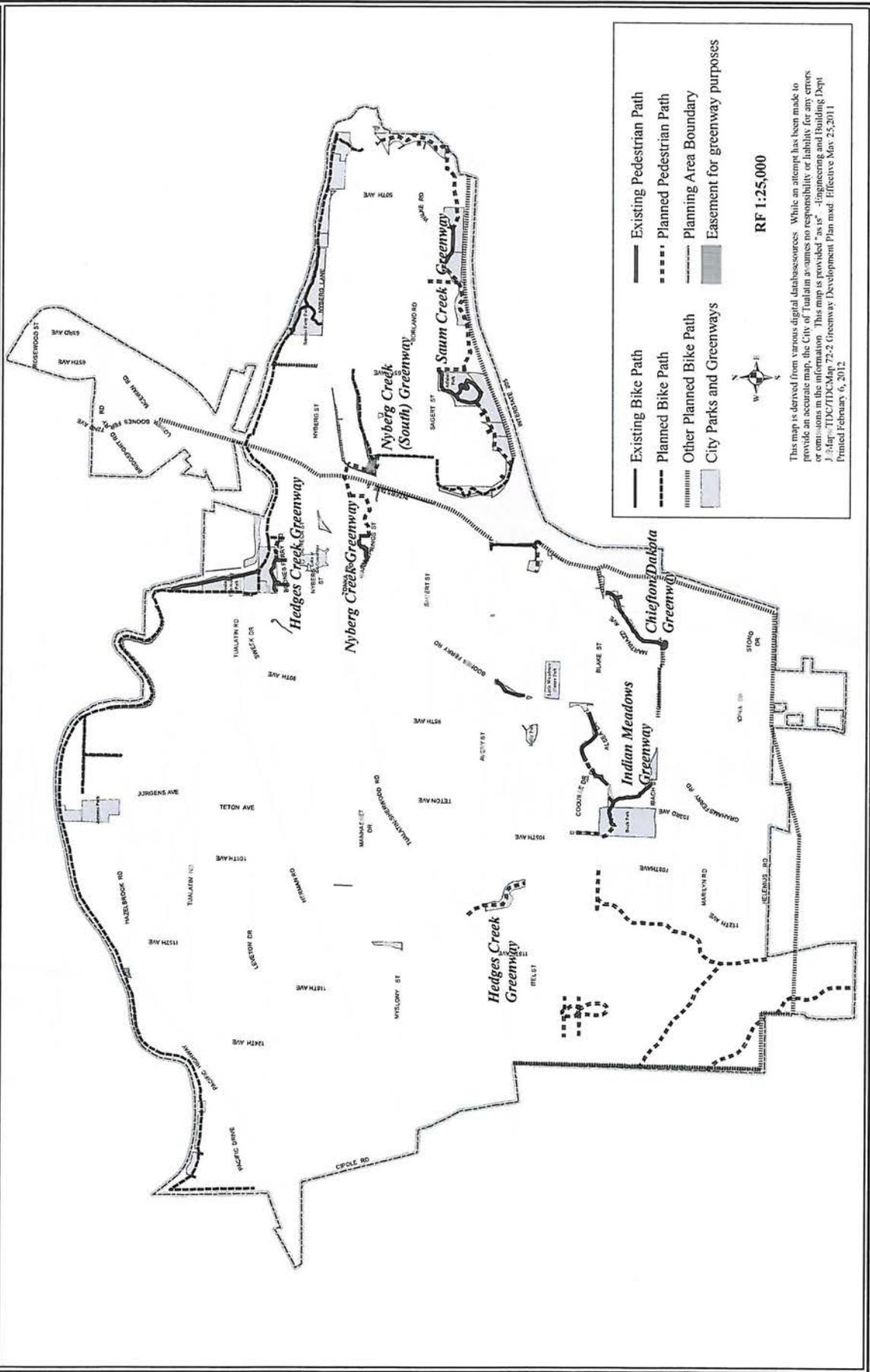
Section 72.150 Modifications for Storm Drainage Improvements.

Nothing in this chapter shall prohibit the City or any property owner from altering, enlarging, straightening, piping, or otherwise modifying a creek channel in the NRPO District upon a finding by the City Engineer that such modification is necessary for maintaining the ability of the creek to transmit storm water run-off. [Ord. 933-94, §44, 11/28/94; Ord. 947-95, §5, 7/5/95; Ord. 979-97, §48, 7/14/97]

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Map 72-2: Greenway Development Plan Pedestrian and Bike Path Locations



GOALS AND OBJECTIVES OF THE URBAN RENEWAL PLAN

THE OVERALL GOAL OF THE PLAN IS:

To strengthen the social and economic development of central Tualatin by stabilizing and improving property values, eliminating existing blight, and preventing future blight; and to encourage and facilitate land uses, private and public, that result in activity during all business hours, evenings, nights, and weekends; and to encourage indoor and outdoor uses.

LAND USE

Objective: Implement the Tualatin Commons Redevelopment Project to provide an appropriate environment which encourages private development within the Project Area and surrounding properties that support the overall goal. A major water feature may be included in the project. The project will be oriented to pedestrians with connections to the Tualatin Community Park and to other public and private developments in the downtown area.

The project will be implemented as a series of public/private partnerships. The role of the Development Commission includes acquiring and packaging development sites; conveying, by sale or lease, portions of the site to private developers; and contributing towards construction of public facilities and improvements. These public facilities may include a water feature, community facilities, pedestrian facilities and parking facilities. Development of all commercial and residential space will be a private sector responsibility.

Goal 1: Commercial Development

To encourage and facilitate commercial development in the Urban Renewal Area with an emphasis on establishing a visible and viable central business district that encourages community and business activity on weekdays, evenings and weekends.

Objectives: a. Implement the "Tualatin Commons Redevelopment Project." The project is envisioned as a public and private mixed-use development that encourages activity during business hours,

evenings, nights, and weekends; and indoor and outdoor uses. Commercial uses that are encouraged include restaurants, limited specialty retail, theaters, private athletic facilities, lodging, and offices.

- b. Encourage the development of existing Central Commercial land before redesignating other land within the Renewal Area as Central Commercial.
- c. Support Central Commercial development by assisting in the marketing and promotion of central Tualatin as a place to visit, shop, and conduct business.

Goal 2: Housing

To encourage multi-family housing in the Urban Renewal Area as supportive of commercial development.

- Objective:
- a. Review and revise land use requirements and planning district designations where necessary, to focus housing efforts on those areas most suitable.
 - b. Implement the "Tualatin Commons Redevelopment Project." Housing types allowed in the RH planning districts, including common wall single family attached housing, are uses that support commercial and social objectives of increasing the evening, night, and weekend use in the Project Area and increase the value of the land.

Goal 3: Industrial Development

To promote new industrial development in the southwestern portion of the Urban Renewal Area which is compatible with existing development; and to encourage retention and expansion of existing industries in the northern and southwestern portions of the Renewal Area.

- Objective:
- Where appropriate, assist in provision of public facilities and services to support development of the southwestern industrial portion of the Urban Renewal Area.

Goal 4: Civic Development

To promote civic facilities, including community gathering spaces and other pedestrian amenities, a community center, and a City Hall in the central portion of the Urban Renewal Area which is supportive of other civic and private uses in the area.

- Objectives:
- a. Implement the "Tualatin Commons Redevelopment Project." Portions of the project will be dedicated to public use. The role of the Development Commission is to assist the City of Tualatin in the planning and design of public uses. Some of these uses may include City Hall, community buildings, pedestrian-oriented facilities, major water facilities, and parking facilities. This list is not all inclusive.
 - b. Work with the City of Tualatin to identify a site and facilitate development of City Hall facilities within the Tualatin Commons Redevelopment Project or other area within the Urban Renewal District which provides central access to the entire City.
 - c. Plan, design and construct a water feature in the Tualatin Commons Redevelopment Project. The water feature is envisioned to serve as a focal point to encourage pedestrian-oriented, activity-oriented businesses and public uses in the Redevelopment Area. It will also add value to the overall development.
 - d. Where appropriate, assist in planning and development of a retail postal facility within the Tualatin Commons Redevelopment Project.

[This section was amended by TDC Res. 317-98, dated Oct. 26, 1998]

IMPROVED TRAFFIC AND TRANSPORTATION

Goal 5: Transportation

To provide transportation access and circulation which is supportive of central area development.

- Objectives:
- a. Assist in and encourage opportunities to share parking between compatible developments. Such opportunities may include providing public parking for shared use for public and

private entities in the Project Area.

- b. Support the implementation of the street improvements described in the Transportation Element of the Tualatin Community Plan.
- c. Work toward solutions to minimize railroad noise and traffic conflicts along Boones Ferry Road, including assistance in relocating the maintenance building to another location in Tualatin.

Goal 6: Pedestrian and Bikeways

To develop a pedestrian/bicycle system linking the Urban Renewal Area to residential areas, parks, natural areas, and to link the business district on the south side of Boones Ferry Road to the future business district on the north side of Boones Ferry Road.

- Objectives:
- a. Create pedestrian ways and bikeways to link the downtown area to the Community Park and to connect development on the north and south sides of Boones Ferry Road.
 - b. Provide sidewalks and lighting in the Urban Renewal Area where appropriate to encourage and support pedestrian-oriented activities in the downtown area. Provide rain protection where feasible.

Goal 7: Transit

To support the development of the metropolitan transportation system (Tri-Met) in order to provide alternative transportation modes for the residential and employment population of the Urban Renewal Area.

- Objectives:
- a. Assist Tri-Met in locating park-and-ride facilities in outlying areas in the community, and assist in locating other transit-related facilities in the Urban Renewal Area.
 - b. Encourage design of private and public developments which integrate transit provisions.

PUBLIC UTILITIES

Goal 8: Utilities

To assist in providing public utilities in the Urban Renewal Area as needed to

facilitate growth and aesthetic quality.

- Objectives:
- a. Assist in improving water, sewer, storm drainage and road systems within the Urban Renewal Area.
 - b. Underground overhead electric, cable, and telephone lines in the downtown area and in all new development in the Urban Renewal Area. The Tualatin Commons Project Area is the highest priority for undergrounding of utilities, to enhance the aesthetic value of the site.

RECREATIONAL AND COMMUNITY FACILITIES

Goal 9: Parks

To provide a high-quality park and recreation system to offset the environmental effect of large areas of commercial and industrial development.

- Objectives:
- a. Create green and open spaces centered around the Tualatin River, Nyberg Creek, Hedges Creek, and significant stands of trees.
 - b. Preserve the Sweek marsh (Hedges Creek Wetlands) as designated in the Tualatin Development Code Wetlands Protection District.
 - c. Link the downtown area to the Community Park with a system of pedestrian ways and bikeways.
 - d. Preserve the natural value of the Tualatin River as a scenic, recreational and open space asset. Seek limitation of river use in this area to non-motorized boats.

FLOOD CONTROL AND OTHER PUBLIC IMPROVEMENTS

Goal 10: Flood Protection

To promote the public health, safety, and general welfare, and to minimize public and private losses due to flood conditions.

- Objectives:
- a. Provide flood protection for the Urban Renewal Area by participating in federal, state, and local flood control projects.

- b. Provide for the sound use and development of special flood hazard areas by utilizing special construction standards in the floodplain within the Urban Renewal Area. The Tualatin Development Code establishes standards for floodplain construction whereby structures must either be elevated above the floodplain or be made flood-proof.
- c. Provide for the use of fill within the Tualatin Commons Redevelopment Project to elevate structures above the floodplain.

Goal 11: Design Considerations

To create an atmosphere in the Urban Renewal Area which is aesthetically pleasing in order to promote the desirability of investment and occupancy in properties.

- Objectives:
- a. Utilize appropriate development review procedures to guide development in the Central Design District.
 - b. Provide attractive and functional street and walkway lighting for public safety and convenience in the Urban Renewal Area.
 - c. Preserve designated historic structures or sites in the Urban Renewal Area through public purchase or encouragement of compatible reuse. Landmark structures shall be preserved as required in Section 73.430 of Tualatin Development Code.

2. RELATIONSHIP TO LOCAL OBJECTIVES

The Tualatin Central Urban Renewal Plan exists to implement local objectives for central Tualatin, as they are expressed in the Tualatin Community Plan. The Urban Renewal Plan is a part of the Community Plan. The Community Plan and Planning District Standards together comprise the Tualatin Development Code.

The goals and objectives of the Urban Renewal Plan are based upon those in the Community Plan, as they relate to the Urban Renewal Area. The Urban Renewal Plan serves to further define local objectives as follows:

a. Land Use

The Plan calls for the promotion and support of Commercial (Goal 1), Residential (Goal 2), Industrial (Goal 3), and Civic (Goal 4) Development within the Urban Renewal Area. In particular, the Tualatin Commons Redevelopment Project serves to further the local objective of establishing a socially and economically viable center in the community.

b. Improved Traffic and Transportation

Goals 5 (Transportation), 6 (Pedestrian and Bikeways) and 7 (Transit) directly address objectives of the Transportation Element of the Community Plan. In particular, the plan calls for funding and construction of pedestrian and bicycle facilities; for cooperation with Tri-Met in the placement of park-and-ride lots in outlying areas of the community, to encourage other facilities within the Area; and to ensure adequate parking is provided within the redevelopment area.

c. Public Utilities

Goal 8 (Public Utilities) calls for Urban Renewal participation in design and construction of public utilities within the Urban Renewal Area. Such improvements are done in conformance with the Water and Sewer Service elements of the Community Plan and other applicable standards.

d. Recreational and Community Facilities

Goal 4 (Civic Development) includes an objective to participate in developing a community center. Goal 4 also includes an objective to develop a water feature in the Tualatin Commons Redevelopment Project as a way to encourage community-related private and public uses within the area. Goal 9 (Parks) includes objectives regarding linking the central area to the Community Park and preserving the scenic value of the Tualatin River.

e. Flood Control and Other Public Improvements

The Plan has as a major activity implementation of flood control projects (Goal 10). The Plan anticipates Urban Renewal participation in additional projects which will serve to supplement the city's regulatory efforts described in the Flood Protection District Standards.